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crash helmets
worth £600



Tested

Vespa
exhausts



Lambretta 600

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**Vespa SS90
NK race
replica**



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Bridlington Show, classic interview, Magny
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THE 125CC PIATTI



Vincent Piatti was the designer behind the scooter that bore his name, and it first entered production in Belgium in 1954, manufactured there by coach builders, D'leteren. The bodywork was apparently pressed in Italy, the 125cc Sachs engine came from Germany and the Smiths speedometer from England. Cyclomaster of Byfleet in Surrey obtained the rights to produce the scooter in the UK from 1956 with again many components outsourced, although they did produce the engine in-house. In 1958 Cyclomaster produced a budget version, the Piatti Standard, which came without luxuries such as the spare wheel or luggage rack, but sales were not good to enough to maintain production for much longer.

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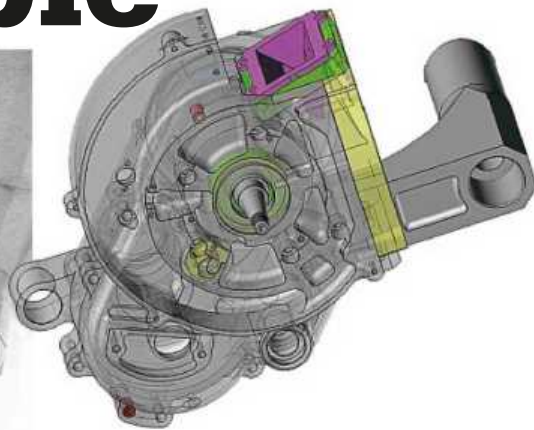
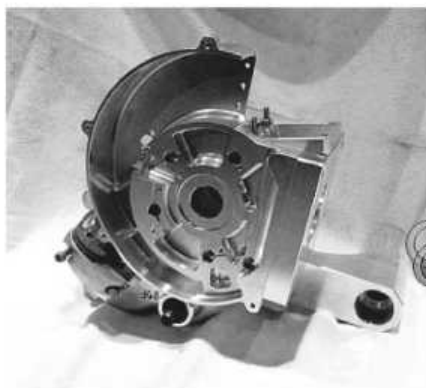


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BSG Vespa engines now available



It was in the December 2014 edition of *Scooter* that we first brought you a review of the incredible 51hp BSG 305 engined Vespa. It impressed us, as indeed it did a lot of you, especially those lucky enough to see it at Bridlington last year.

Well now BSG has finished the development and is offering both the 305cc large frame engine and the smallframe 209cc 'Touring' engine (that puts out 'more than 40hp) for those interested in one of these CNC machined power units.

For British readers, these are available exclusively through JB Tuning, the Casa Lambretta UK Performance Centre, and all engines are built to order by BSG in Italy once a deposit has been received.

The complete large-frame engine includes 36mm Dellorto carb, four-speed gearbox (Piaggio gears which are the best they've tested and were happy to pull power wheelies in all four gears when we tested it last year), BSG clutch and uprated primary drive, while the 209cc engine includes 39mm Dellorto carb, special four-speed racing gearbox (with five-speed option), Newfren clutch with 27/69 ratio.

The price? Well it will depend on your final spec requirements but we won't lie, it ain't going to be cheap. That said, the 51hp PX motor comes in at around the price of a Targa Twin that puts out less than half that amount of power as standard, while the slightly cheaper

40hp+ smallframe engine isn't going to be far off what a reputable, long standing scooter tuner may charge for a top spec Lambretta engine putting out early 30s. The cost of fitting the engine into a bike in the UK will be extra to the production cost but again, it will all depend on each customer's requirements. We would also like to remind potential customers that a 51hp Vespa PX is a completely different beast to ride than a standard PX200, and you need to make sure that brakes and handling are all up to spec as well.

At the time of writing production has just started and the lead time is expected to be eight to 10 weeks, but of course that may well change depending on demand. JB tells us that it's had two orders already and should anyone be planning such a project bike, please drop us a line and let us know how you get on.

For more details contact JB Tuning on 01702 545952 or visit www.jbtuning.co.uk

FREE WALL-PLANNER & CALENDAR

Not content with giving you all a free wall-planner inside this month's *Scooter*, next month we'll be giving away a free calendar too. As per previous years, it will feature some of the best scooters we've featured during the previous 12 months in glorious colour over six pages. The January edition of *Scooter* will be published on December 17 (sorry, free calendar and planner does not apply to digital magazines and some overseas copies).

PRO CLEAN OFFERS PROTECTION

ProClean Protection is a completely unique and revolutionary water based corrosion inhibitor.

Protection can be sprayed safely over any surface, and once dry, leaves a micro-thin transparent resistant coating on the treated surface. This coating protects against road salt, rust and the corrosive attacks that the elements can produce. ProClean Protection does not affect

brake discs or other brake components, contains no harmful chemicals and is environmentally friendly.

Now while I may not have the shiniest scooter to require all the right polish, I do know about getting my scooter dirty, but the Pro Clean cleaner impressed me with both the ease it cleaned my Vespa and the efficient job it did.

It's £7.99 for one litre, and while you're there

check out some of their other cleaning products they've got quite a range. www.pro-clean-uk.com Andy



Doing my best to avoid the whole saga of the Lambretta brand name, it would appear that a new company has taken a licence to 'officially' produce branded products with said name, and compared to the previous lot the offerings these look quite good. In fact the only relatively cheesy pieces I've seen so far are the Lambretta cushions at £25 including UK delivery (€30 Europe, £35 RoW).

classic penknife at £15.99 UK (£16.99 Europe, £17.99 RoW), pocket sized and with 10 functioned like screwdrivers, scissors,

Moving swiftly on, the Lambretta Key Ring Tool is a nice piece of kit, looks good and feels solid, has four functions including screwdriver, bottle opener and small knife and ain't a bad little gift at just £9.99 UK (£10.99 Europe, £11.99 RoW). There is a Lambretta branded multi tool as well and while it isn't the smallest out there it does look like it could prove be useful with nine functions including pliers, openers, screwdrivers and cutting blades at £17.99 UK (£18.99 Europe, £19.99 RoW). Priced in the middle though is my favourite, the

Finally there are a selection of square and round heavyweight metal keyrings, and fridge magnets at £3 Uk in various designs, again some from old adverts and the others from modern thinking which to be honest isn't bad at all. Fingers crossed, gone are the days

Joking aside, it looks like the people behind the latest Lambretta licence have some good ideas of where to go with their products, and the results so far are far from cheap looking too, which is always nice. So if any of this does it for you, or you want to know more, then get in touch with Scooter Products who are official retailers of these Lambretta products and you can find them at www.scooterproducts.co.uk or give them a call on 01934 417834.

Having trouble finding a copy of this magazine?
Why not Just Ask your local newsagent to reserve you a copy each month?



This month we've been listening to...

Kingston Ska Orchestra *Rain* (self released)

Rain is the debut single from The Kingston Ska Orchestra, a Hull-based band who play very much in the style of original 60s style ska. Despite the title, Rain is an upbeat number – as original ska sounded – the pace steady without being frantic, the lyrics light, my personal highlights being the trombone led brass licks which remind a little of early 80s German ska, but not in a negative way. At just over four minutes, Rain is perfectly executed and a sign of hopefully good things to come from this eight-piece outfit. We await their net offering with bated breath...

Rain is available to buy from iTunes and should be in the Amazon store shortly. www.kingstonskaorchestra.co.uk



Various *Greater Manchester Punk* (Vinyl Revival)

Subtitled 1977-1981, this album includes 14 rare and previously unreleased punk and post punk tracks from the more obscure original Manchester bands of the time. There are no Buzzcocks or Joy Division here, but they were all about then and by the sounds of it most had a fighting chance of making it, other than the fact the music scene was awash with punk bands at the time. Those from the city and/or that era may know The Reporters, the Hoax, The Panik, The Change, Armed Force, Fast Cars, The Things and Steroid Kiddies among the 14 acts here, many tracks apparently recovered from small-production run recordings from the time. The sound quality good, the music hard and typical; straight beats, loud vocals, sporadic guitar breaks, and sing-along choruses, V2's opening track Nothing To Do summing it up well really, while The Critics' Without You verging on Mod revival of the time. If this all sounds good to you, there are 500 limited edition copies of this album on vinyl and another 500 on CD, so be quick.



The Ruts *The Virgin Years* (Caroline)

I must begin this review with an admission of being a little biased. The Ruts came from my local town in West London. While too young to see them in their day, as many people do I took an interest in this local band whose name was near permanently spray painted on the multi-storey car park in Uxbridge. Later on I lived around the corner from Rut Row, the cottages they squatted/lived in in Hayes, and was privileged to get to know the late Paul Fox and meet the other surviving members.

This big build up is, I suppose, my justification for bigging-up what many consider to be one of the best punk bands of the late 70s, albeit one that never seemed to get the recognition they deserved. Lead singer Malcolm Owen dying at a young age from a heroin overdose while they were still in their prime can't have helped. John Peel was another who rated The Ruts. They recorded three sessions for him between January 1979 and February 1980, all featured on one of the four discs in this box set. There is also a BBC In Concert recording here too, as well as a session they recorded for BBC Radio 1's Kid Jensen, such was their popularity.

While the band's two albums, *The Crack* and *Grin & Bear It* are re-released here in full, both have bonus tracks including all six 7in singles and a complete recording of *Live At The Marquee* recorded in July 1979 from which only one track has previously been released, *Human Punk* on their debut album.

So whether you know only the hits like *In a Rut*, *Babylon's Burning* and *Staring At The Rude Boys*, you're a fan of hard fast punk tracks like *Society*, or you're a bigger fan and constantly flip between the dub reggae of the Southall Riots inspired *Jah War*, *Black Man's Pinch*, the poignant *H Eyes* and *Love In Vain*, or appreciate that *West One* (*Shine On Me*) is simply an amazing track, then you'll love this.

Foxy was one of the greatest unsung guitarists across all genres, Ruffy and Segs an immense rhythm section, and there aren't many who disagree.



Dexters *We Paid For Blood* (Acid Jazz)

Hailing from East London, Dexters are a four-piece band and this is their second album. It's modern indie sound from the streets and with an open view on the world around them which influences their songwriting. Guitar-led, nothing stands out as trying to be clever yet Dexters manage to capture the listener into staying with them from their brief intro to the heavy *Wolves*, the rather frantic sounding *Stay Strange*, while *Suburban Sex Dungeon* is a floor filler for sure, a strong song indeed. Your *Lovely Wife* reminds a little of Blur's comedic slant, albeit the theme of domestic violence unfolding in your ears is hardly that. These *Nights For Us* is another good 'un, fuzzy guitars taking the lead, and ignoring the slightly disappointing title track, *You Deserve The World* brings the album to a close. If you like the album and you're quick Dexters are on tour in November too.



The Bones *Flash The Leather* (People Like You)

This is apparently Swedish band The Bones' sixth album, a sort of melodic punk rock offering with hints of 60s vibe, a little psycho, a touch of the Ramones and a little more besides. *El Intro* kicks things off before we descend into hard guitars, heavy drums and pumping bass lines. It's an aggressive sound, but not at the expense of a good tune, keeping both a mosh pit and dancefloor busy with an element of swagger in places. There are 17 tracks in all, the anatomic, almost Oi-like, *Die Wilden Jahre* being a fave as is the frantic *New Hooligans* and *Salute the Remote*. Play it loud!



VITTORIO TESSERA

Casa Lambretta

RACING TEAM

Casa Performance

The CasaLambretta BOYS



Luca Fuschini

of Casa Lambretta Racing Team, the fast man, 2015 Overall European Champion in the ESC Series, clocked at Cadwell at 1:54:08

All the riders raced using Casa Performance 'SS200' and 'SS225' kits. Their scooters were all 'classic' full-bodied Lambretta's with forced air cooling, NO water cooling, NO cutdown bodywork and NO dropped handlebars.

These are the Casa Lambretta riders. These are the Casa Performance 'SS200' and 'SS225' tuning kits and this is what can be achieved.

CASA PERFORMANCE IS THE RIGHT CHOICE!
CASA LAMBRETTA - MAKING THE DIFFERENCE!



Mike Bonnet

of JB Tuning, fantastic guy, winner of the 'Best BSSO Rider 2015' trophy and second place in BSSO Group 6



Luca Zani

of Lambretta Racing Team, the new boy, achieved two 4th places at Cadwell Park racing a Lambretta for the first time ever, running a small-block Casa 'SS200' kit



www.casalambretta.it

SCOTIA



BARON WWW.SCOOTERING.COM/9 ROMAGNA neon PUBBLICITA

UNION WAX JACKET

New from Spada is another retro looking wax riding jacket to add to their range (which we already like). The Union Wax is a men's jacket, featuring a dry waxed cotton outer, a fixed tartan thermal lining, a fixed waterproof and breathable lining, adjustable collar, waist and cuffs, and unlike some other wax jackets, the Union Wax also boasts CE approved body armour at shoulders and elbows. Add to this some brass detailing, subtle period style badging and a RRP of just £149.95 and it all seems like a right bargain. www.spadaclothing.co.uk



TESTED BUFFALO JADE GLOVES

These budget gloves are very comfortable and warm and they put up a good fight in some of my rainy rides this summer. Putting them back on with wet hands is a bit of a challenge as the inside liner tends to come out. On the plus side they do dry out fairly quickly. They are a good 'lady specific' fit with a Velcro fastening at the wrist. Safety features are reinforced palms and fingers. Available in XS to XL and colour choices of, my preferred, Black and also Black/Burgundy or Black/Pink



(of course!) With an RRP of around £29.99 (and a quick search finds slightly lower prices) they make a good budget or second pair. www.thekeycollection.co.uk Ann

T5 BRAKE ARM

New from LTH in Germany are these zinc plated rear brake arms for the Vespa T5 engines. Not a lot more to say really other than a remade part that will hopefully last the test of time thanks to the coating which as per the original Piaggio spec. The RRP is €17.50 direct from www.lambretta-teile.de



WIN A NEXX HELMET WORTH £299.99

Nexx is a Portuguese crash helmet manufacturer we have mentioned before as our Loby has reviewed one of their lids on these very pages.

Duncan Kilbride also used his Nexx XR2 Carbon Pure crash helmet as inspiration for his custom scooter on page 132, and to coincide with that the UK importer, Factory Agencies, has kindly donated a couple of helmets as competition prizes.

The Nexx XR2 Carbon Pure crash helmet is available in sizes XS to XXXL with three sizes for the carbon outer shell. A lightweight helmet at around 1250g, it features two inlet and four outlet vents, removable and washable lining, double D chin strap, chin windstopper and removable neck padding, anti-scratch visor with Pinlock anti-fog system included, and of course it meets current safety standards.

The Nexx XR2 Carbon Pure crash helmet is available in three colour options; Neon Yellow, White or Red and retails at £299.99 each (for more details call Factory Agencies Limited on 01749 342491 or email info@factoryagencies.co.uk). We have two helmets to give away in this easy to enter competition, simply answer the following question and send it together with your name, address and contact details, as well as helmet size and colour preference to; SC-DEC-NEXX, Scootering Magazine, PO Box 99, Horncastle, Lincs LN9 6LZ.

What engine is in Duncan's Nexx Carbon Pure Lambretta street racer featured elsewhere in the magazine this month?

- A: TS1 225**
B: RB230
C: J50



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Name
Address
.....
Postcode Telephone
The answer is: A ☐ B ☐ C ☐
Helmet size:
Colour choice: Neon Yellow ☐ White ☐ Red ☐
Email Address
Closing date: December 19, 2015

Terms and conditions apply. For full terms and conditions, see www.scootering.com
The winner will be the first name drawn at random. There are no cash alternatives available.

BSRA 2015 RIDERS CHAMPIONSHIP



Best Club: Olympic SC.



Club runner up: Rotherham SC.

What a fantastic year this has been for the championship, the closest run yet for both best supporting club and solo riders, and a great rally season all round. So at Bridlington as usual we did the presentation and are incredibly thankful to our sponsorship once again; Lexham Insurance, Tucano Urbano, Ian Grainger for some great riding gear, *Scooter* magazine, LCGB, SWSC, VFM, Vespa Club of Britain, Crusader Promotions, Touch of Glass (trophies & shields) and Scorpion Automotive (Datatool Croc Locks).

Both the male and female winners each received £150 Lexham insurance, *Scooter* magazine subscription, £250 cash, a trophy, winners T-shirt, certificate, Tucano Urbano jacket, Tucano Urbano goody bag (neck warmers, sunglasses etc.) and a Datatool Croc Lock.

The best club won the prestigious *Scooter* shield trophy, £300 Lexham vouchers, a Datatool Croc Lock for each member entered, three VCB memberships, *Scooter* magazine subscription, Tucano Urbano goody bag (hats, neck warmers, sunglasses etc.), Putoline goodie bag (stickers, grease etc) and winners' certificate.

Runners up also got a trophy and runner up solo riders received a goody bag too.

The winners (mostly camera shy!) were:

Best Supporting Male 2015: Wayne 'Jack' Bentley, Modrapheniacs SC, 4525 miles
Runner up Male: Scott Southon, Medway SC, 4303 miles
Best supporting female: Ann Murphy, London Lambretta Club, 4228 miles



Runner up female: Vicki Swinge, 4174 miles

Best Supporting Club: Olympics SC

Runner Up Club: Rotherham SC

So thanks once again to all the riders, sponsors and national rally promoters. I can't wait for 2016 to start!

All information for next year's championship will hopefully be available in the January edition of *Scooter* magazine. Until then, ride safe and see you next year.

Rick (ERSC) on behalf of BSRA



Male runner up, Scott Southon.

MISERY OF THE MONTH

I would like to add my personal misery of the month, which occurred on my own Vespa Cosa 200 coming back from a long ride, two up and on fast A-roads.

I was about to get home when a rattly noise started coming from the engine. I was only three minutes ride away from home so I chose to ignore it and carried on riding slowly through town, until coming off a roundabout the engine finally seized. Back at the workshop I found myself with the clutch showing in the picture! Emilio



BSRA SCOOTER RALLIES 2016

These are the events that were announced at the BSRA meeting that took place During the Saturday afternoon at Bridlington rally.

March 25-28 [Easter BH]: (VFM) Whitby, Yorkshire

April 29 to May 2 [May Day BH]: Tenby, Wales

May 27-30 [Spring BH]: (Scottish No1s) Kelso, Scotland

June 17-18: (Big 7 SC) Tonbridge, Kent

July 8-10: (Monsters & Olympic SC) Cleethorpes, Lincs

July 29-31: (SWSC) Exmouth, Devon

August 26-29 [August BH]: (BSRA/VFM) Isle of Wight

September 23-26: (SWSC) Woolacombe, Devon

October 28-30: (LCGB & VFM) Bridlington, Yorkshire

www.bsra-uk.com

One careful owner...

A lifetime with a LAMBRETTA SX200

Silvio Rossi of the Lambretta Club Triveneto was 14 years old when he got his first Lambretta, a J50 model.

Of course the Italians are lucky in that they can ride a moped at such an age but with Silvio it was something that was to stay with him until this day.

At the age of 19, in 1972, while on his way to work by boat (I should point out here that Silvio is from Venice) a fellow traveller offered him the scooter for sale. As soon as Silvio saw it he was smitten. All white with a red saddle, he says it was a dream scooter for a lad like him and he bought it straight away.

"From that moment on we became inseparable," Silvio says. "She was my faithful friend for almost 30 years and I can say in all honesty that she has never let me down or left me by the side of the road.

"She carried me straight away to Alleghe on a trip with my friends Lucio and Adriano, and then 10 days in the mountains to see my uncle in Rocca Pietore. That same year there followed so many other trips, always in the mountains and always more enjoyable than the one before."

Spectacular passes

Two years later, along with a female friend they were off across some spectacular passes and through breath-taking scenery, ending up in Innsbruck in Austria.

Later still Silvio's Lambretta had a regular extra passenger, his new wife, and in the following years the scooter was rested, a new car being the more practical choice for a family now. He didn't completely abandon the Lambretta though, removing all the trip stickers he'd collected over the years and repainting it white.

Then came his son and the Lambretta became his favourite toy, spending hours sitting on it in the garage, travelling with his imagination. When he was 14 he asked his dad for a scooter and this was the catalyst that saw Silvio back in the saddle.



Silvio on his first Lambretta, a J50.



Running repairs, S Saviner 1973.



Innsbruck, 1974.

Capri, 1975. The scooter looks good, but fashion is another thing...



Alleghe, 1976.



Silvio and Raffaella 1977.



The magical time when the speedometer turned from 99,999.9km (about 62,500 miles) back round to zero.



Paris 2004.

March 2000 and the SX is on a mechanic's workbench, it returning a few months later from the body repair workshop sparkling like new. Silvio was as happy as a kid again.

In August 2004 Silvio on his SX200 and his son Andrea on his Vespa Rally 180 took a three day trip in the Trentino region, something they had been planning to do for a long time, revisiting passes, villages and towns Silvio had ridden to in his younger days.

Today Silvio is both active in his local Italian scooter scene and also Europe wide, attending most of the EuroLambretta rallies with his SX200 which has won many trophies over the years.

It might be slightly Italian regarding the mentality, but I've no qualms when he says, "You are born a motorcyclist but in your heart you become a Lambretta rider." Andy



Silvio on the rideout at the 2015 EuroLambretta in Austria.



LML STAR LITE

When LML of India and Piaggio were friends back in the 1990s, the smallframe Vespa PK scooter was produced in India under licence. It continued for a while but then as LML themselves did for a brief period when things weren't going quite right for them, the smallframe disappeared.

A concept LML automatic smallframe scooter appeared at the Milan Show a few years ago now, at the time sign-written 'Deluxe', and rumours persisted it would one day be produced until this year when UK importers MotoGB actually advertised it's coming. Unfortunately delayed a little, the interweb however suggests that stock is finally arriving at dealers in Italy so one can only assume and hope that the UK will see the LML StarLite in our showrooms soon. At first a 125cc auto version will be available, but the suggestion is that a 50cc will follow soon, and if the price is right I see no reason why it shouldn't sell well for LML here, considering how other retro 'peds do. Fingers crossed, hey folks?



LAMBRETTA FRONT SPROCKETS

Influenced by what they describe as "many poorly made Lambretta front sprockets on the market" Readspeak decided to have their own quality sprockets made. These are available in 16, 18 and 19 teeth, the major advantage of theirs they claim being that are manufactured using a 'Hob Cut' method instead of the 'Stop Drill' method, which apparently "insures that your chain run smoothly over your chosen sprocket".

The retail price is £29.99 and they available mail order via 01299 828037 or www.readspeedscooters.com (trade enquiries welcome).



SCOMADI SCORPION

New for the Scomadi TL125 Exclusively from Midland Scooter Centre is this full stainless steel Scorpion 'Red Power' exhaust. The exhaust is a complete replacement for the standard system and is said to improve power slightly. The exhaust sounds meatier than

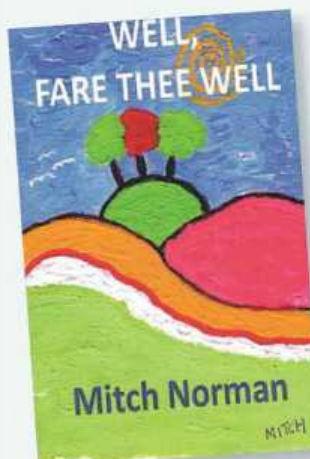
standard without being too loud, it also has good ground clearance and comes with a lifetime warranty. It costs £299.99.

Contact Midland Scooter Centre on 0115 9392713 or www.scooters.co.uk for more details.



Book Review

WELL, FARE THEE WELL BY MITCH NORMAN



ISBN: 9781784070854
available from Amazon for £7.99 and other book shops.

The characters in this book may be fictitious but there is a strong sense of personal experience as these young Mods in rural Dorset come of age in the 1970s. Mitch Norman writes in an intimate, diary like, style of the teenage angst with amusing anecdotes

This is a photo of Bill who did the illustrations.

as the lads travel around on their scooters. It's a nostalgic tale harking back to when fitting in with your crowd and finding a girl was the only concern. Use of local dialect and some illustrations by 'Bill' enhance the story. Particularly if this is your era, you'll enjoy this blast from the past.

AM

LAMBRETTA SLIM DAMPERS

Scooter Restorations has recently taken stock of some slim fork dampers suitable for the TV, SX and GP range of Lambrettas. Manufactured by Escorts, who produce OEM for Vespa and LML, the retail price is competitive at £22 per pair, and for more details visit www.scooterrestorations.com



Scooter Accident Essentials

Advertisement

THE SEVEN THINGS YOU MUST KNOW ABOUT SCOOTER ACCIDENTS...

The rules on making an injury claim changed on 1st April 2013 but there are still insurers and claims companies ripping off innocent accident victims. As a scooter accident solicitor for 25 years here is my essential scooter accident survival guide you cannot live without should the worst happen.

1

Do not ring your insurer....first!

Insurers only owe a duty to their shareholders to make profit. They know all about accident claims and will spot any opportunity to make money out of your case and this may be against your interests. Get even by calling an expert accident lawyer first for advice.

2

Never ring a claims company!

Claims companies only make money by either illegally selling your details to a solicitor or by taking money from your case. They cannot take your case to court as only a solicitor or legal practice can do that. If you call a claims company you are just giving away your money from your case for nothing.

3

No win no fee is good for you

Despite the press saying differently no win no fee means you will not face a legal bill if you lose and if you win you will only have to contribute up to 25% of your winnings towards your costs. This is a great system as your lawyer and not you is taking all the financial risk.

4

Do not feel bad about claiming

Insurance companies skillfully put out stories of fraudulent cases to make everyone feel bad about claiming. They do this to reduce the amount of claims and make more money for their shareholders. Don't be duped. If you have been injured it is your right to be compensated.

5

Pick your own solicitor.

Insurers insist upon you using their "panel" of solicitors. Why? Well most have a financial arrangement with them and chose them not because they are good but because they pay. They cannot insist on you using them so don't let it happen. Get your own lawyer who only has a duty to you not shareholders.

6

Think it's your fault...think again.

I have lost count of scooterists who have not claimed because they assume the accident was their fault as they were filtering, overtaking or riding in a group. Always check it out by getting advice from an expert. A call to me costs nothing and I am happy to talk it through even if it is just to put your mind at rest. Call me before giving up.

7

The three year rule.

When injured you must normally issue court proceedings within 3 years from the date of your accident or before your 21st Birthday if you had the accident when under 18. There are limited ways around this but it is always best to act quickly especially because if the police attended their vital report will be destroyed after 12 months. **Act now!**

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CUT OUT AND KEEP

CUT OUT AND KEEP

Dave's Nostalgic Custom Corner



DTC Cutdown

One of the most recognisable paint schemes of the 80s and 90s was the race-paint supplied by Down Town Custom in Leeds and its creator Brendan 'Maca' McNally.

Featuring a trilogy of main colours and hand painted graphics, road scooters were given a livery straight from the race-track. Now while almost all of this style of 'DTC' were full framed/full bodied Lambrettas, there were a couple of exceptions, including even a small-frame Vespa.

So, this month I tracked down a DTC cutdown which first appeared in Issue 95 (August 1993) of *Scootering* after a rebuild. Now, after a few years gathering dust it is once again back on the road, and hopefully this time not the water!

Owner: Marc James

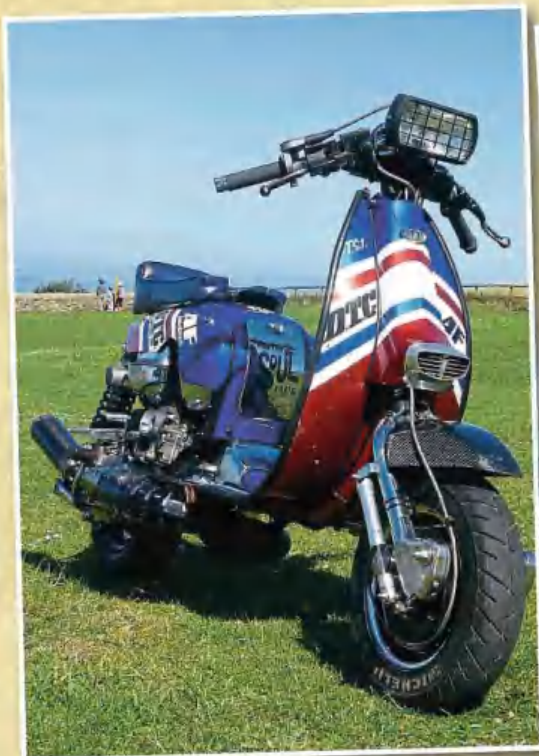
Home town: Whitby.

Scooter club: Whitby SC / LCGB.

Scooter name: DTC Cutdown.

Year originally built: Created by Mark Brady in the very early 90s, then rebuilt in 1992 by Stephen Brennan of ERSC Yeovil.

Paint: Maca (DTC), it originally cost £500.





Engine: Taffspeed tuned 230 TS1, SX200 gearing, PM exhaust, 34mm Amal. It was recently dyno'd at the York SC Rally and showed over 100mph!

How did you come about owning it: I'd always liked DTCs from seeing them at the AF open days when I was around 9 or 10. The first time I saw this cutdown was at Finlake scooter rally in 1999, and as a 20-year-old scooter boy I was instantly smitten. I loved cutdowns, so this was my dream scooter. The following February I saw it for sale in the *Scooter* 'for sales', so I rang the bloke up and he said 'Yeah, I've still got it.' Without thinking I said 'I'll be down tomorrow, not knowing where Yeovil was or where I was going to get the cash from! So I went to the bank borrowed the money and managed to get Jason Potter from York to take a slight detour to pick it up as he was going to Weston-super-Mare to buy parts from Nigel Cox.

What condition was it in: Better than it is now, but it's still the original paint and chrome. She is wearing a few battle scars now...

What have you done to it since owning it: Rode it, crashed it (more than once)! Recently totally rebuilt the engine, fitted new rear shock and front dampers, but tried to keep it as it was.

Do you still do rallies: Yes both National and LCGB events.

Stories either about the scooter: On the way to Mersea Island - after setting off at daft o'clock - we reached the causeway at 12 o'clock, only to find it to be high tide. We'd already covered 250 miles and could almost taste our first pint, so after a 30 second discussion Jason Potter says "We can make it, I can see the white line, if we keep in the middle it won't be as deep..." So without hesitation Jase, Col, Big Ian and myself set off into the North Sea. All was going well, hanging off the side of the scooters trying to keep the carbs out of the water, until a 4x4 came across the other way and the waves flooded all four scooters! We had to push them the rest of the way across, not knowing if they'd ever run again... Luckily they did!

Favourite event: Holiday In Holland 2001.

Favourite custom scooter ever: Superfly.

Favourite dealer: Cambridge Lambretta.

Favourite tune: Let's Wade in the Water by Marlena Shaw!





WORKSHOP ESSENTIALS



Each month we'll be visiting a scooter shop somewhere in this wide world of ours – whether its speciality be restos or racers, engineering or basic servicing – and heading into the workshop to find out what the people there consider essential to keeping it running smoothly. This month we dropped in on Surrey Scooters, based near Dorking.



Surrey Scooters have been around in one form or another for around 10 years now, although proprietor Mick Gauntlett has been a part of the scooter scene since the 1980s. He currently runs Surrey Scooters from a private workshop near Dorking where they offer everything from basic servicing to restoration and full custom rebuilds, like the Breitling Bentley Lambretta in the November issue of *Scootering*.

Andy

What is your workshop essential Mick?

It's a run-of-the-mill electrical multimeter.

How much did it cost?

About £20 from Machine Mart and it's worth every penny.

Why this piece of kit?

In the past I've fitted new stuff on to a scooter that doesn't work; ignition switches, light switches, even horns, so I test everything before I fit it now.

What else do you use it for?

I use it on all electrical parts, old and new. I try to keep old parts if I can, like light switches for example. If it works or can be repaired then I'd rather do that, maybe get the casing rechromed and refit it. What better than having the original 1950s light switch on a 1950s bike? Ignitions are also worth repairing and getting a new key cut for an old one is easier today than it's been for ages. After



Mick's essential multimeter.

all, these parts have been with the bike since it was born.

What typical problems can it uncover?

Bad earths are a common problem on both Lambrettas and Vespas and can be the reason you're having electrical nightmares, especially those around the backlight or other areas exposed to the road. Having a good earth is so important. Using this I can often trace a bad earth quickly saving me time and the customer money.

Any tips to avoid having to use one?

Well not so much avoid using one, but avoid future problems; test your stator plate. It might be new or look okay, but you could put it on and it doesn't work. Get the relevant workshop manual and use a multimeter to test the readings it suggests. It's worth spending a few minutes now to save you time in the future.

Do you replace or repair parts?

I tend to repair stator plates these days as you can get quality parts now, like low-tension coils to make it worth doing. Having the right tools for the job not only makes it easier to solve problems but also fix parts that in the past you might have thrown away. I'm a big fan of having and



A test light is better than nothing if you don't want a multimeter.

using specialist tools.

Has using the multimeter changed your buying habits of spare parts?

Not so much changed them but reminded me why buying good quality reputable parts is so important. You do get what you pay for. For example we had a bike in with a misfire problem which the multimeter helped trace to a cheap ignition switch. The switch worked, but under load it started to fail. Buy cheap, buy twice.

Any other advice?

If you can't use a multimeter get yourself a test light. My Draper one cost about £11 and can test continuity with its integral light bulb, to tell you if a wire or connection might be broken, and suggest a bad earth. This is my workshop back-up and I also take it away on rallies with me.

DETAILS

Name: Mick Gauntlett

Shop: Surrey Scooters

Location: Near Dorking, Surrey

Last scooter ridden: Test rode a customer's Lambretta SX200

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Trigger Happy

A voice from the Young Guns SC

Friendship and mates are something I've talked about many times since I've had the opportunity to write this column...

It's obvious why, it's the people that make the scene what it is and scooters are only our social vessels. However, you really do realise you've made some quality friends when on the morning of your house-warming party you've received a message saying: "We're at Milton Keynes, so only about four hours away now..."

Let's be honest, that's not something you hear very often at a house-warming party... And it could only really happen when you're a part of a scene like ours! As I touched on not long ago, I've just bought a house with my girlfriend Lydia and relocated to Preston so to be honest the only logical thing to do was to host a party before the sofas arrived, and we became fully-fledged mortgage-paying adults!

Maybe it's our iron arses from riding silly distances that make it a viable option to go to a house party 300 miles away? Anyway here's designated driver Liam's take on the trip up. "Portsmouth's a pretty bad night out, overpriced drinks and ridiculously bad music... so the offer of a house-warming party with a night on the town will never be turned down. Even if this house is nearly 300 miles away! Setting off from the south coast Saturday morning with only a small detour to Stevenage to pick up fellow club members Rhys and Sam, loaded with air

“ The only logical thing to do was to host a party before the sofas arrived, and we became fully-fledged mortgage-paying adults! ”

beds, booze and some sophisticated house warming gifts (tea towels and pot pourri), we made slow progress up north, but chipped away the miles until we saw signs of Preston. With regular food stops, a few disagreements with the sat nav and a massive bit of air from a humpback bridge, we arrived outside Jordan and Lydia's new home! We stood there admiring the lovely houses, thinking 'Jordan's not done bad here!'... Only to be told we were at the wrong Fairfield Street... which was 30 miles north from where we needed to be! Still, we had to put on a brave face and enjoy the drive, as we knew how grim the hungover return journey would be..."

There's something quite humbling about people making such an effort to travel all that way, especially when others have travelled from Scotland and Wales, even cutting short rally weekends! I couldn't really imagine when the club got going four or five years ago we'd forge so many close friendships. Particularly because you

may only see some of these people seven to eight times a year. But when you think about it, most people who are reading this will still be riding to rallies with the people they met 30 odd years ago... (not trying to make anyone feel older than they already do!). So I'm hoping to spend another 30 years drinking with this group of reprobates!

For a house party, things went pretty smoothly. Which was lucky for the fresh decorating! To say I'd have been pissed off should my fresh wallpapering had been damaged would be the understatement of the century. However, I don't think Preston was ready for 15+ scooterists on a night out! Now the dust has settled, I've somehow managed to relocate my Lambretta to the living room, and have Lydia okay with that?!? Though, I'm not sure she realised I was actually being serious when I was talking about fixing it in the kitchen...

Jordan

WHO ARE THE YOUNG GUNS

The Young Guns Scooter Club is an organisation for under 25s that formed a couple of years ago in a very modern way – online – when three young riders started their own internet forum. Since then the ranks have swelled, with over 300 members from across the UK and beyond, with a cross-section of scooting types that

reflects the variety of styles on the scene. For more info or to find someone to either ride to a rally with or meet up with once there visit <http://youngguns.team-talk.net> or search for the Young Guns on Facebook.





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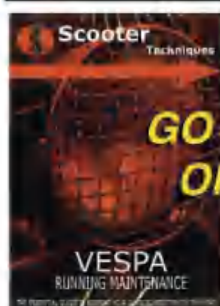
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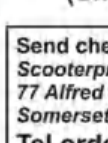
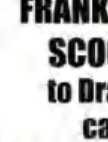
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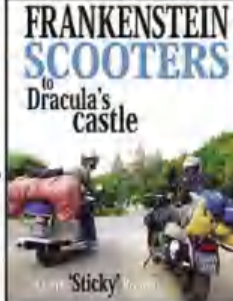
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Highlights and other bits

So what was your scootering highlight of 2015 then? No, I know it's only the December issue, but I thought I'd ask!

Regular readers may have gathered by now that I'm a bit of a traveller when it comes to scootering, I like to venture forward to new places, do a bit of exploring, which as well as all being educational helps keep things fresh too.

After all, I'm of the opinion that getting into a social routine is like falling into a trap whereby there is a danger that both your work and free time could end up becoming mundane. No, I want to see new things, and experience them too. Of course I am lucky in what I do for a job in that from time to time you get to ride some pretty amazing scooters, which earlier on this year included the second of the Innocenti prototype twin cylinder scooters, what Italian tuning gurus BSG laughingly call a 'touring' kit but is in fact a monster 40+hp smallframe Vespa that puts a massive grin on your face.

And I had Mr Casa Lambretta himself, Vittorio Tessera, chauffeur myself and Philipp from Scooter Center Koln around in the extremely rare Tri-Lambretta. But to be honest, some of those options were open to others attending the mini Lambretta Centre back in May anyway. Closer to home I accidentally treated myself to a Lambretta Model D Racer,

“ And I had Mr Casa Lambretta himself, Vittorio Tessera, chauffeur myself and Philipp from Scooter Center Koln around in the extremely rare Tri-Lambretta. ”

which means our flat will remain in a state of disrepair for a little longer now I've blown my half of the savings, but let me tell you it's one heck of a ride.

Yes I've ridden fast and slow scooters in the past, but I've never owned such a machine that I can take as far as I like over as much time as I need – which is quite a bit longer on an old 1950s D let me tell you! I am truly tempted to use it as my local workhorse over winter, safe in the knowledge that Howard Chamber who built it for me did powder coat some of the body parts, but I'm still not sure how bad the weather will have to get before I bottle it. I say that because my long suffering Vespa PX200 really does need to come off the road soon.

Like it did last year, the year before that, and probably the one before that too. More and more bits are hanging off,

from floor runners to fork link covers, it is starting to rust in places even I didn't realise it could rust, and both brakes need overhauling soon before the roads get really slippery. In reality it means that my powder coated Series 3 Lambretta needs it's drive side oil seal replacing ASAP – the one that blew back in August and I've still not had time to sort out.

So yes, that's my plan then I think; do the oil seal on the Series 3, use the D for light local work as long as the roads are not too salty, and give my poor PX a much needed overhaul ready for the new year.

Oh yes, what was I saying? Highlights of 2015 – riding scooters. What am I looking forward to in 2016? Riding my scooters to different places!

Happy Crimbo folks, see you soon somewhere out there...

Andy

ABOUT THE EDITOR

Since half pushing, half riding his first Vespa 90 home in the 1980s, Andy has consistently had an unhealthy interest in scooters. Riding them for both pleasure and commuting ever since, he first contributed to *Scootering* magazine in the early 1990s, progressing from part-time, to full-time staff member over the years, and then became editor in 2003.

He's ridden hundreds of scooters, classic and modern, from a 50cc Lambretta Luna to highly tuned Super Monza, and a 1946 Piaggio prototype of the Vespa, as well as snapping the stupidly long forks on an old Vespa PX chopper in Weston-super-Mare back when he was young enough not to care. Today his PX200 is fairly standard, and his Li Series 3 is a parts guinea pig.

Scooters Ride of Respect – October 25



On Sunday, October 25, 2015, around 700 scooter riders from all over the Midlands area got together to ride to the National Memorial Arboretum at Alrewas to pay their respects to servicemen who died representing their country.

The event was organised by Kingy from the All or Nothing SC, with help and support from Phil Smith, Midland Scooters, Steve Ogle, WSA, Andy Bottomer, Jolly Boys SC, Rich Brown and the B77 Tamworth SC and Andy Butler, EMSA.

It was an awesome day; all the different scooter associations met up at Drayton Manor Park for the mass ride to Alrewas. Refreshments and

limited edition patches were available at Drayton Manor before the ride out left for Alrewas.

The ride was marshalled by the Tamworth B77 SC and the guys did a fantastic job of making sure that all scooter riders got from A to B safely. It took several minutes for all participants to vacate Drayton Manor and the sight along the country lane looked fantastic with dozens of scooters lining the route.

On arrival at the NMA everyone was given free licence to explore the arboretum and the 300+ memorials that surround the grounds. At 1pm we had agreed to meet up at the Armed Forces Memorial monument, where we had a few speeches, laid a couple of

wreaths and then held two minutes' silence. The NMA is a truly inspiring place and the Armed Forces Memorial bears the names of 16,000 men and women who have been killed on duty or as a result of terrorism, with more names being added every year.

This year the site is undergoing a massive transformation and starting on November 12, the Armed Forces Memorial will begin a year-long programme of repairs and improvements to the memorial itself, as well as the site in general. So for 2016, we may have to do something slightly different as the redevelopment is planned to be completed by Armistice Day 2016.

The date for 2016 is yet to be confirmed but will probably



be October 23, keeping the week before Bridlington date.

Again, it was a fantastic event, well organised, well marshalled and really good to see multiple scooter alliances all working together.

Words Brian Forde

Pictures Tim Fountain, RBLR

SUYS

For anyone wishing to submit images for Show Us Your Scoots please note we have a new email address; SUYS@scootering.com

We also have a large backlog of images so please be patient, we're ploughing through them as best we can!

WEISE LIMA

A new addition to the Weise range of gloves, the Lima features a waterproof, windproof and breathable inner liner and a 40-gram Thinsulate™ thermal layer too. Working together, they act a barrier against wind and rain, insulate from the cold and allow perspiration to escape. Stretch panels to top of hand and top of fingers are also a feature, enhancing fit and flexibility.

There is Velcro adjustment at the cuff and an elasticated wrist section while the full grain leather and textile combination construction is tough and durable, with integrated reinforcement at the knuckles, TPU shell armour and double-layered leather at key impact points. Add reflective, a range of sizes from S-3XL and retail for just £49.99 including VAT, and it all seems rather good. Call 0117 971 9200 or visit www.thekeycollection.co.uk for more info.





PAINTED VESPA PARTS

On offer from Scooter Center Köln are these painted LML frames which come complete with side-panels, headset, front mudguard, tool box, horn cover and gear change grip. These are genuine LML frames in original factory paint which SCK describe as, "not perfect, but the frames are an economically priced alternative to having an old frame painted".

There are T5 frames style and P-range frames with and without disc brake handlebars available in colour options like white, black, silver, orange, graphite and ivory available. Scooter Center is offering these frame sets as B-stock because of small defects or matt paint areas. Shipping within Germany for a frame is €49, shipping to England (mainland, not islands) is €149.

The frames are €999 for the P-range type and €1.049 for the T5 sets. www.scootercenter.com



KAMASA RATCHET HANDLE

Now here's a clever idea; ideal for the smaller toolbox or tool roll, this new ratchet handle from Kamasa has four interchangeable heads; this means that one ratchet handle can be used for 1/2in drive, 3/8in drive and 1/4in drive sockets and accessories and also be used to drive bits (bits included).

The smooth ratchet is reversible and the socket heads all feature a quick-release mechanism. Ten of the most-used bits are included in a separate bit holder: Phillips Ph1 and Ph2; PzDrive Pz1 and Pz2; flat 4mm and 5mm; and Star T20, T25, T30 and T40.

The ratchet handle and heads are made from chrome vanadium, and the bits are S2 steel for extra strength. The RRP is about £40 but check out your local Kamasa stockist for the best prices and special offers. Further details from www.kamasa.co.uk



SIP ON THE MOVE

SIP has achieved a lot in its 21 years of trading, and the latest news from the south of Germany is that the firm's doing so well that it has had to expand even further.

After the completion of the ground-breaking ceremony in May, September 10 witnessed the topping-out ceremony for the new logistics and administrative building, which is situated around 1km away from the former location on the Graf-Zeppelin-Straße in Landsberg. The firm's ever-increasing need for space

to house both new goods and a staff team of more than 100 employees has made the construction of the new building a necessity. In the future, almost 6000sq m of space will be available to SIP for storage purposes, for incoming goods and for the mail order department. The retail store will also apparently be extended and the new shop will also feature an Italian bar in the Autogrill style.

SIP is planning to move into the new goods warehouse and administrative buildings in early 2016.

NEW MACNA STICKLER JACKET

New for 2016 (and available late November) is the new Macna Stickler jacket which is part of their new "Graphite range of urban products". Waterproof and breathable with a fixed Raintex membrane it has a removable thermal inner jacket. It also boasts a new shell fabric that is apparently designed to look and feel like cotton/canvas but with the technical features of nylon. It has Nubuck leather detail at shoulders, reflective

details front and rear, three external and one internal pockets, and Safe Tech CE Armour at the shoulders and elbows with the facility to fit a back protector. The Macna Stickler Jacket has a SRP £169.99, is available in blue, green, black or Camo and sizes S-XXXL. If you want to know more details and find stockists you need to call Factory Agencies Limited on 01749 342491 or email info@factoryagencies.co.uk

NEW BELL DESIGNS

Great news if you like the funky retro Bell Bullitt and Cusatom helmets, because for 2016 they've got some new colours on their way. Designed as a new helmet, inspired by their heritage (rather than simply remake an old lid), the Bell uses modern materials in an old style, finished off nicely with some retro bubble visors too, if you so choose.

The 2016 colourways also include some new Roland Sands Designs, with three Bullitts and three Bells on their way in total. Prices for the Bullitt start at £299.99 and the Custom from £129.99. www.racefxb2b.com





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MAILBOX

Letters & emails & correspondence & questions & personals & thank-yous & comments & more
Feedback, Scootering Magazine, PO Box 99, Horncastle, Lincs, LN9 6LZ or feedback@scootering.com



Please find attached a photo of myself with *Scootering* magazine while at work as an oil and gas professional in Iraq.

I live in Scunthorpe and I am a member of the Lost and Lonely Scooter Club, Isle of Axholme.

*Kindest Regards,
Rick Hookham.*

Classic purchase

I'm thinking of purchasing a Lambretta model D. As these are rare in UK, I would look to source one in Italy.

Should it be necessary, do you have any wisdom as to any contacts either in UK or elsewhere that has knowledge of this model and could possibly obtain spare parts, should they be needed?

*Obliged,
Dennis Nicholson.*

(These scooters do turn up in the UK, and probably more often than you think. In fact as you may well have read previously, my own D was purchased here earlier this year. So unless you are in a hurry to buy then bide your time and use the internet to help your search. Both original British registered bikes and imports turn up via the infamous eBay, Facebook pages (look up D, LD, open-frame Lambretta fan pages for example) and of course in Scootering. You could also place 'wanted' adverts. Of course buying a bike someone else has imported will likely attract a premium, but at least you can check it out yourself, and if it's from a dealer then you have some comeback too.

Scooter Restorations are a good source of spares for the D and LD with which the D shares numerous parts. They are the Casa Lambretta parts concessionaire and Casa reproduces a lot of vintage parts. Scooter Surgery in London also has a good stock of shaft-drive Lambretta parts as well as knowledge too – Andy)

CONGRATULATIONS



Chris 'Silver Back' Wood of Severnside Lions SC in Shrewsbury was escorted safely to his wedding to Mandy Moorcroft at The Wroxeter Hotel, near Shrewsbury on Friday, October 9. Chris (pictured on the far left), a relatively new member of The Lions, was blessed with glorious sunshine for the ceremony. Wishing them every happiness for the future. Severnside Lions SC



Paisley Vespa Club

Paisley Vespa Club, re-formed at the beginning of June this year after a gap of 51 years. As you have previously reported it has grown rapidly, way beyond our expectations and we have been attending rallies and having our own rideout meet ups at least once a week all summer.

Last weekend was the Paisley Modstuff weekend which included a rideout so of course we had to turn out well and among about 100 we won the trophy with 21 attending, a great result for our first year. Furthest travelled came from Falkirk

although there was a guy there from Edinburgh but he was too quiet so lost out on the glory.

We'll be winding down now for the year, it's pretty cold here for night time runs, but everyone is looking forward to our members' Christmas dance and developing the club further in the new year.

Photo of the members I could round up on the day, it's like trying to herd cats!

Kind regards,
Alan

Only £3.08 an issue when you subscribe – see page 40 or www.classicmagazines.co.uk

MAILBOX

Hydraulic scooter lifts

Dear Editor,
I have been reading your article on hydraulic lifts and note what you say about the Omcrop Vespa SXV13. I want to buy a lift for my husband but know nothing about these things myself. He has a Lambretta – will this lift be suitable for a Lambretta?

Tina.

(Sorry but the Omcrop is designed for a Vespa. For a Lambretta you'd be looking at a whole table/bench that lifts. I can't recommend a specific brand but you do need to make sure it is both long and wide enough to accommodate a Lambretta. For the width measure across the scooter's stand and add an inch or two for safety. A Lambretta weighs about 120kg so it's not too heavy – Andy)

Run From The Scum 2017

The organising clubs of 'Run from the Scum', Troglodytes SC, Section 8 SC and Southern Templars SC have decided after a lot of agonising that next year 2016 we will be having a one year break from 'Run from the Scum'.

It's been a hard decision to make as we don't like to disappoint those that regularly attend and have supported us over the past 18 years or those that may of planned to come along for the first time

in 2016.

A number of factors came into play with our decision but the main reason was the scheduling of other rallies in 2016 and that we didn't want to put our own club members and other scooterists in the position that they had to choose between which events to attend.

We will be back in May 2017 with the same style lowbrow event as ever and hope that everyone who is disappointed in 2016 can attend in 2017 with our grand return! Cheers for now,

**Alex,
Troglodytes Scooter Club.**

Auto versus Classic

I'm constantly amazed at the comments, such as that of Sebastian Schumacher in last month's article 'Twofold One-Off', regarding more geared scooters and fewer autos at rallies. How does what someone rides affect anyone else? I used to think that the owners of smelly, messy, dirty, noisy, unreliable and underpowered two-strokes were just scooter snobs, I am coming to the conclusion that they are just jealous. If they are genuine scooterists and want the rally scene to survive, they should be welcoming owners of new machines with open arms. By the way, I own and ride two geared two-strokes.

Paul Nicholls, Jesters and Stone Scooter Clubs, Stoke-on-Trent.



How many nations?

Hi.

Regarding the 4 Nations rally review in last month's *Scooter*, I've spotted the deliberate mistake on the cover of November's issue (353). Do Let get a prize?

**Tony Banks,
Ready Steady Go! SC.**

(Thanks Tony, you were the first of only a handful to notice that one! – Andy)

Special 125 Special?

I came to own an original patina '66 Li125 Special back in April and as you do, started checking out the same models around the net to compare my scooter's condition. The main thing I noticed was mine is the only 125 Special I've seen with what appears to be an original factory fitted inboard disc, usually reserved for TV and SX models.

It is an Italian import, there's a metal souvenir badge on the leg shield from "mich, Bolzano bozen" part of Italy! Running-in sticker etc. still there – just. I had to put new front fork shocks on as the originals were past it.

Do you or do any readers know why this could be and has anyone else owned a 125 Special with the inboard front disc brake?

**Cheers, Howie,
Rusty Sheriffs Badge SC.**



Northumberland Scooter Club's cheque presentation from their first Scooter Rally 'Numero Uno' August 8, 2015. £1500 to RDA and £500 to the North East Air Ambulance. Thank you to everyone for their support. (Northumberland)

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Ingenious lock!

Attached are a couple of pics from a recent trip to Palma, Majorca. The use of an old adjustable spanner and padlock as a kind of 'disc' lock is a beautifully simple deterrent along the lines of modern disc locks. A cheap alternative, especially when you don't have a disc brake!

The picture of the all-chrome Scomadi in the company of the multi-million pound yachts in Palma harbour – just goes to show that we scooterists have style but not necessarily taste!

Enjoy,
Ellis, 2RSC.



Found this nice Primavera outside the Longchamps shop while in Cannes last week. It's a PX and Burgman-fest out there, very scooter friendly town.

Ted, Northamptonshire.



A nice little Vespa and sidecar, pictured on the island of Koh Samui, Thailand from Peter Bailey.

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Green Meanie



An LC1 replica

For many scooterists who were around at the time, 1985 was a seminal year. The scooter scene was massive; scooter boys were causing madness and mayhem wherever possible with events like DISC 85 encompassing all that was good (and bad) about scootering.





Mick Thompson was there and was mesmerised by the scooter racing, especially the sight of one legendary green machine – LC1: the 125cc liquid-cooled smallframe Vespa ridden by Scotsman Norrie Kerr. Mick had a sit on the scooter in the paddock and knew one day he'd have his own replica. That day would have to wait for 30 years though...

Verde

Mick runs Karbonfootprint, a hydrographics and spray business, located just a mile away from VE-UK in Nottinghamshire, Norrie's scooter parts business and the current home of LC1. Yes the original 'Green Meanie' is still in existence, just as any historically important race machine should be.

To build an authentic replica of any race bike is quite a hard task; to do it for less than a grand is almost impossible, so a bit of luck, persistence and wheeling and dealing was required.

Mick also owns an original SS90, a red one just like Norrie's favourite, but the frame for this project was a cheaper alternative, in fact it cost a mere £50 and sat on the shelf of his workshop for a while. Mick finally got around to reshaping the legshields to SS90 specifications; he also cut out the opening for the carb and sprayed it in that familiar shade of green. Then the project was shelved (literally) for a few years. During that time Mick had amassed most of the parts it needed but lacked the enthusiasm required to do it the justice it deserved. He even thought about selling it.





OWNER DETAILS

Owner: Mick Thompson

First scooter: A Lambretta Cento, which cost two Fred Perry T-shirts.

Favourite model: SS90 and any other smallie.

Favourite style of custom scooter: Any that show thought has gone into them and have quirkiness. Mainly ones where the owner has left some skin cells on it from rebuilding it themselves!

First rally: Clacton 85, but not on a scoot. First one under my own steam was Yarmouth 85 on a Vespa 50 Special, there and back on my own.

Favourite rally: Yarmouth has always been a favourite, 1986 was good but 2008 was a tad nippy. Weston 86 was good, drinking with Colonel Kilgore's Vietnamese Formation Surf Team; the pub was messy.

Favourite custom scooter of all time: Mytho Poeikon, it was a smallie-nut's dream.

Who first inspired you in the scooter scene: Norrie Kerr, always there to give advice or a kick up the butt. Seriously, a true legend that I'm honoured to know.

Recommend one scooter part: Tyres are crucial and one thing I harp on about to anyone who has work done by myself.

The most useless part ever bought: The bulb holder in this one, it's made of butter.



SCOOTER DETAILS

Name of scooter: The Green Meanie.

Model: Vespa 90 reshaped to an SS90 shape

Date purchased: Bought the frame in 2006 for £50 and it looked like it was dragged from a canal.

Inspiration for project: Falling in love with LC1 in 1985, I tried to emulate it back then on my 50 Special cutdown but it didn't quite work.

Time to build: It's been a 30-year work in progress. I've had the frame for nine years and it's been sat on a shelf in the workshop for six years painted green. This year I'd collected all the parts and over the past couple of months my son, Alex and I worked flat out to finish it.

Frame modifications: Main frame cut to SS spec and I re-rolled the edge to finish. A Honda Silverwing radiator which was cut, chopped and changed to get as close as possible to the rad on LC1. The only other mods are the carb cut away and dummy tank mounts.

Specialised parts: Original NFK seat and some rare stickers, thanks Norrie and Rob.

Engine: It's a Norrie motor, currently running a close ratio gearbox, which is going to be changed to a taller gear set-up. DR135 top end, which will also be changed in favour of the Norrie tuned top end it should have on it. A 25mm Dellorto PHBH carb and topped off with the Norrie Kerr Signature race pipe.

Other details: The mudguard was the original SS item off my first SS from the Eighties which was in a sorry state but my good friend Christian Lawrence sold it back to me after all these years, also the engine and tank.

Paintwork: By myself and my son Alex Thompson.

Graphics: By Graham and Ted at Image Works in Ilkeston, who did the original LC1 all those years ago. Thanks guys I know I was a pain!

Powder coating: Keith (Orville) at CBS Engineering in Long Eaton, top bloke.

Overall cost: About a grand over the years.

Hardest part of the project: Trying to get as close to the original from pictures so as not to harass Norrie too much.

Advice for anyone starting a project: Dry fit everything.

Anything still to add: A few chips and scratches in the right places to get it more spot on.

With hindsight, is there anything you would have done differently: Would have liked to do an LCD

motor, but who knows it may just happen.

Favourite dealer: VE-UK

Thanks: My son Alex for his hard work and putting up with my temper at the same time, my girlfriend Lucy for encouraging me to get it done despite it driving her nuts (love ya loops x) my daughter Leah for the endless teas. As previously mentioned Chris Lawrence for the engine, tank and mudguard. Max Luciano for the carb, Morph for the handlebars. Graham and Ted at Image Works. Morleys paints in Derby, Orville for the powder coating and last but by no means least Norrie. This has always been a dream to build this in honour of yourself for all the years of dedication to scootering and always taking time to give out good advice and genuinely being an all round top bloke, thank you for all your help.



Green

Thankfully the 30th anniversary year spurred him on... and he was also offered an ultimatum by his other half. Facing single life if he sold it, Mick and his son Alex decided to get this project back on track at last.

It's fair to say there were a few favours called in, the Norrie Kerr-built race engine came from a mutual friend, as did the dummy tank and NFK race seat. Norrie helped out as well, offering words of wisdom and supplying some rare stickers that were the same as the ones on the original scooter, as well as various other parts.

Vert

One of the hardest parts to replicate was the radiator; Mick scoured breakers to try and find one of similar dimensions but ended up having to buy one originally fitted to a Honda Silverwing. He had to cut, shorten and weld the rad to get as close to the LC1 spec as possible; anybody other than Norrie or Rob would be convinced.

Another headache was getting some mesh to cover the radiator. Mick spent an hour in a local metal merchants before finding one that was as close as possible.





MY FUNNIEST EXPERIENCE WITH A SCOOTER...

It was May of '85 and I had a brilliant idea... to go to Yarmouth scooter rally, this idea consisted of some equally brilliant bullet points:

- I would go on my standard 50 Special.
- I would save weight by taking no tools, tent or change of clothes.
- I would save money by not purchasing any breakdown cover.
- I would go on my own and meet up with my mates there as they all had bigger scoots and we're going later.

What could possibly go wrong? After all Yarmouth is only about two inches from Nottingham on the map, which to a 16-year-old naively equals about an hour away tops... surely?

Friday arrived and I kitted myself in the sensible attire of piss-pot helmet, a woollen scarf that would make Doctor Who look amateur, the typical green flying jacket and some zebra fur G-Force shoes. I was ready... No, wait, don't forget the all important yellow rubberised work gloves, a must for warmth and safety. Now I'm truly ready and I'm off! The journey went reasonably well for about four miles when I

had a puncture. No fear, put the spare on... doh! So to the nearest petrol station to buy a puncture repair kit and a socket set that I'm convinced to this day was made of chocolate under that shiny covering.

Away I go again, undeterred by the minor hiccup and I reached Nottingham and after my tenth time around London Road island, decided to pull into another petrol station to ask a puzzled attendant 'Which way is Yarmouth?'

After a quick look at the blanket sized map I decided to go down the A46 to the A47, that goes straight there, two numbers; simple. Off again, leaving the attendant with the impossible task of refolding the map. The rest of the journey went well, slow, real slow but well, meeting up with more scoots as I got closer and after a six and a half hour ride I rode past the Yarmouth sign and gave it the big one on the duck fart horn, only to be greeted by a mass of blue lights checking us all in bless 'em!

I bunked down with a club I met on the way and could hardly sleep as I'd done it, I'd bloody done it – not thinking I'd got to do the same in reverse.

The next day I was buzzing and went off to the Long Bar and proceeded to rub shoulders with my new brothers who had also conquered this Everest. I must have missed the medal ceremony, so I settled for my first Paddy Smith for riding to a rally, which was just as good. I later met up with my mates Craig Frost, Brit, Eppo and the rest on a back street car park and rather than going on the campsite they were trying to fashion a tent out of bin liners and tape, only to be moved on by the old bill.

That night was spent on a grass embankment at the back of one of the old ruins and we were awakened gently by torrential rain, just right for the ride back. As my lot rode off I took a moment from taping bin liners to myself to give a soggy yellow gloved thumbs up and set about the hero's return with eyes squinting from the hard rain.

It took a mere 7½ hours to arrive back after pawning my watch for fuel and a squirt of two-stroke halfway back. At the time I thought, 'God, is this fun?' but looking back I'll always say 'Hell yeah! He who dares wins.'

Mick Thompson



Above: Norrie Kerr with the original 'Green Meanie'.

Background: Norrie's Vespas featured as the *ScOOTERING* centrespread back in issue 6, 1986.



SCOOTERING

Norrie also supplied an original tacho to go in the dummy tank and one of his limited edition Signature race exhausts. That one item was the most expensive part of the whole project. Local graphics company Image Works replicated the decals to perfection which was not surprising really; they also did the original graphics back in the day when they worked for Dream Machine, the original LC1 paint sprayers!

Grün

This year, after encouragement and threats from girlfriend Lucy, Mick and Alex decided to get this machine finished and on the road (yes it's road legal), so many late nights were spent in the workshop, Norrie was on speed dial for advice and a few more favours were called in. The self-imposed deadline was set for August, with local event Beat the Bikers being chosen for it's grand unveiling. The clock was ticking, tempers were fraught and against all the odds the scooter was finished with hours to spare.

The finished result is a great testament to the LC1, it's a machine both the owner and Norrie Kerr should be proud of. If imitation is the greatest form of flattery then this LC1 replica should leave Norrie feeling very flattered indeed.

In fact Norrie was so touched by the end result that he left Mick a little gift, sending him a message asking him to pick something up from VE Towers. Mick duly arrived, not knowing what to expect and was blown away to find one of Norrie's original race helmets waiting for him, a fitting addition to this classic machine.

Iggy



SCOOTERING

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*Andy*Andy Gillard
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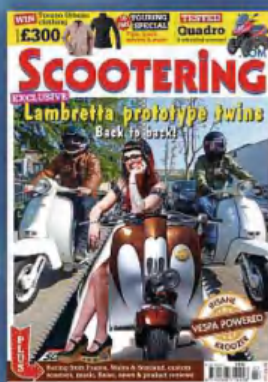
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Desert Rose



Although rustoration, preservation and patina are three popular types of customisation at the minute, some scooters are way beyond salvation in their original state and need some serious intervention if they're to survive. Complete restoration, or weighing them in at the local scrapyards is sometimes the only option.



Having been slowly and naturally sandblasted for 55 years by the abrasive Arizona desert, this 1960 Series 2 Li125 arrived at 2nd Avenue Scooters in Phoenix with a brief to 'do a bit of bodywork repair and repaint it'. Shop owner Eric Lussier wasn't content with that though and it became a labour of love, a project that got out of control, pushed the boundaries of the brief and eventually led to Eric striking a deal to purchase the scooter and finish it off as he saw fit.

Now if you like beautiful 1960s scooters finished to ultimate perfection and don't mind them being improved upon then this stunning 'Desert Rose' might just be worth drooling over.

This is more than 'just' a restoration though; Desert Rose is a full on well thought-out, superbly detailed period piece of two wheeled art. It's been lovingly built using practical modern improvements without detracting from, or harming that period feel. For instance the vapour blasted smallblock engine was never really powerful enough for serious use so it's been uprated for the demands of modern riding by adding an MBD RT 195 kit, complete with a 24mm Dellorto, sitting on a matched and ported Jet 200 inlet manifold. SX200 gearing has also been used, a GP crank and a Casa Lambretta big bore exhaust, modified by fitting a twin tailpipe.

The ignition wasn't neglected either; Eric used a 12v BGM ignition and flywheel, much better than those old-fashioned 6v points systems. It also meant the scooter can run a decent 12v headlight and LED BGM rear light. These improvements mean the scooter can be put into service when his





SCOOTER DETAILS

Owner: Eric Lussier

Town: Phoenix, Arizona, USA

Scooter model: 1960 Lambretta series 2 LI125

Name: The Desert Rose

Time to build: Just over a year by 2nd Avenue Scooters

Chrome & polishing: Diversified Metals
Phoenix, AZ

Powder coating: Az Powdercoat

Upholstery: Seat and spare wheel cover by Matt Miller @ Miller Upholstery, Single seats were recovered using both body colours to match the leatherette material and stitching, the rear seat has had extra padding added to accommodate the pillion rider as well.

Speedometer rebuild: Speedoking

Engine: Motor built by Mike Anhalt at On the Lam, Bakersfield California. Vapour blasted and polished casings, all hardware & linkages re-zinc plated, 12v BGM electronic ignition, BGM flywheel, GP 58/107 crankshaft, MB developments RT195 top end kit, SX200 gearing, 24 PHBH carburettor on a Jet200 intake manifold ported & matched, ceramic coated exhaust U-bend, Casa big bore muffler modified with twin exit pipes (shortened kickstart stop tongue with one-off rubber stop created by Gary Constantine @ Vintagescoot, and a one-off threaded spacer machined to fit between pipes and attach to the case stud by Nelson Engineering).

Other details: Bottom of the rear footboards and legshields have been undercoated in colour matched Raptor truck bed liner and some running gear has been sprayed in colour matching sabbia beige – powder coated for durability. All hardware has been either cleaned and re-zinc plated or replaced with newer stainless.

Specialised parts: Wiring harness was replaced with new electronic ignition matched unit, chrome Escort unit spaced out so to not rub the inner mudguard, Clauss Studios remade Catalux tail lens, all cables were hand made using oilers as per originals and routed through the frame tube clamp, then wrapped in vintage NOS chrome cable covers. Reverse pull original Innocenti front disc brake with vented disc, vintage picnic basket held on by a Porsche 365 luggage strap, and an original Buco girls' riding helmet & matching tartan blanket – just in case the girls feel the need to stop and have an impromptu picnic in the park!

Anything to change: I am very happy at how it turned out. The scooter won Best in Show at the Las Vegas High Rollers 2015.

Thanks: Special thanks to Brandon Sexton for graphics design, Matt Howard @ Deluxe customs for paint booth time, Gary Constantine & Nelson Engineering for one off special made parts. Also thanks to the models (a friend's wife and her best friend), Erin Davis and Jaclyn Howard.





best friend's wife and her friend fancy a quick picnic, luckily for them the weather is kind year round in Arizona so it's a perfect place to live if you enjoy scooter riding... and al fresco dining.

Although not specific to this particular model, the paintwork utilises original Lambretta colours, Sabbia Beige from a 1959 TV2 and Marrone Antille from a 1957 LD. As you'd expect from a scooter of this quality the paint is flawless and was finished nicely with subtle graphics designed by local artist Brandon Sexton.

The thing that helps a scooter to stand out though is attention to detail. Items like the front dampers have been colour matched, cables were handmade with cable oilers, a one-off brown water slide running in sticker was fitted to the legshields

(then lacquered over), new old stock Metalplast grips and lever covers were fitted. Reproduction Vigano fork link covers were used and colour coded to match the rest of the scooter. Eric even went as far as to have the inside of the tank chemically dipped and nickel-plated to prevent it rusting. Inside the toolbox sits an original service book and toolkit, minor details that the average person won't even see but they all add character to the scooter as a whole. One thing is for sure, this scooter may originate from Italy but it lives and breathes in America and provides a great focal point for visitors to 2nd Avenue Scooters.

Words: Iggy

Photos: Sven Sivertson





The Carole Nash

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NOVEMBER

12 NUTSMAG!, The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 8pm-1am Free 3 live bands check website + DJ Dr Robert + Guest www.newuntouchables.com

13-16 VFM* Great Eastern, at Golden Sands, Mablethorpe.

13 Double Barrel, Soul and Ska night, Old Mail House, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

14 Banbury Soul Club, 12th Anniversary 8.00 pm to 1.00 am. Trades & Labour Club (use side venue by car park) West Bar Street, Banbury. Playing Northern Soul, R&B and Motown. Two special Guest DJ's - Sean Chapman and Nige Brown along with Banbury's own Charlie Mc, Steve Milsom and Tom Howard. £5.00 on the door. Info: Tabs 07528 285977 or Steve 07943 793417

14 Daytrippers SC, charity do. (Acorn Childrens Hospice) at The Dark Horse, Alcester Road, Moseley, B'Ham B13 8JP. 8pm-2am Tks £5 from The Rabbi 07774 907952

14 Double Barrel, Soul night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

14-16 London Musicmania, probably the biggest record fair in the UK, including all music related memorabilia as well as vinyl and CDs. Olympia Exhibition Centre (Central Hall). London W14 8UX. From 10am £5, £10 8.30am-10am. Info www.vip-24.com or call 0116 275 2815

20-23 Warmwell, rally, Dorset

20 Double Barrel, Soul and Ska night, Queens Head, Eastville, Bristol. Info 07765 676247 or 01934 644448

21 Arrows SC Shake 101, annual do. Scenarios, Halstead, Essex. DJ's Sean Pumfrett, Paul Trinder & Skinnyboy Alex Webb. Ticket/wristbands please e-mail arrowsscoterclub@yahoo.com or call Titch 07973 815403 or Janine 07775 965414. £6.50 via paypal to Arrowsscoterclub@yahoo.com **£7.00 OTD but better to pre-book due to availability.**

21 New Untouchables 18th Anniversary, Party The Phoenix, 37 Cavendish Square, London W1G OPP. NUTs DJ's and special guests from 9pm-4am/Adm £8 www.newuntouchables.com

21 Friday Street, presents Small Fakers and Who's Who playing at Glasgow Queen Margaret Union, G12 8QN. 8pm onwards. www.tickets-scotland.com

21 Double Barrel, Soul and Ska night, King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

21 Wimpson Old Boys, (wobs) End of Season Do at the Saints Pub, Millbrook. Hants. DJ Lee the peoples choice Elliott spinning all the top sounds. Tickets only £3 for tickets phone Dean on 07519 785213

21 Record Fair, Wolverhampton Civic Hall. Info www.vip-24.com or call 0116 275 2815

22 Walsall Parts Fair, - Oak Park Leisure Centre, Walsall WS9 9PQ. Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk

25 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

27 Zoo Zoo, The Blues Kitchen 111-113 Camden High St, London NW1 7JN, 9pm-3am (free before 10pm/£4 after) Big Boss Man + Band TBA & DJ Dr Robert www.newuntouchables.com

27 Double Barrel, Soul and Ska night, Horse Shoe, Siston, Bristol. Info 07765 676247 or 01934 644448

28 Carnaby Scooters, Grand Open Day 10am - 5pm. Original Ricky Tick DJ Martin Fuggles

Northern Soul DJ's Mad Soul Malc & Aidie Hunt. Special Discounts on the day - We pay your "on the road costs" on all scooters ordered on the day, worth £99.00

28 Timebox (back to the future), 8pm-2am / free The Strongroom, 120-124 Curtain Road, London. EC2A 3SQ DJ Dr Robert + guests spin sublime soul/funk/rock/garage & rnb blasts down the groovy cellar club

28 Double Barrel, Soul and Ska night, The George, Totterdown, Bristol. Info 07765 676247 or 01934 644448

28 The Hubble Bubble, mod night, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

28 Record Fair, St Andrews Hall. Norwich. Info www.vip-24.com or call 0116 275 2815

28 Red Kites SC, End of Season Do. Snooker Club, Thame, Oxon OX9 3WT. D.J.'s Dave Deans and Mark Reeves spinning the tunes and music from Unusual Suspects. Charity Raffle in memory of Michele & Jean; Cransley Hospice in Kettering and Diabetes U.K. Tickets £5 - contact Sam 07799 637629 Serena 07920 056358 - full details on Facebook Red Kites & Events Page or www.redkites-sc.co.uk

28 Soul On The Square, Northern Soul, Motown, R&B. 8-2am, £6 otd. The Venue, Malet St, London.

DECEMBER

4 Telford Saints SC, Xmas Party at Shifnal War Memorial Club, tickets £7.50. Live band Rudi and The Revolvers, DJ Vinyl Sounds. Info Mark 07578 809744

4 Double Barrel, Soul and Ska night, George + Dragon, Winterbourne, Bristol. Info 07765 676247 or 01934 644448

5 Louth Scooterists, annual Free Cristmas do upstairs at The Kings Head, Mercer Row, Louth, Lincs. Free buffet, tribute band downstairs. 8pm onwards

5 Record Fair, Cocks Moors Leisure Centre, Birmingham Info www.vip-24.com or call 0116 275 2815

5 Double Barrel, Soul night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

5 Mousetrap "Fuzz For Freaks", Allnighter playing Garage/Frekbeat at Orleans, 259 Seven Sisters Rd, London N4 2DD. £8 b4 midnight, £10 after.

6 Peanut Duck, custom show and parts fair. Woughton Leisure Centre, Rainbow Drive, Leadenhall, Chaffron Way, Milton Keynes, MK6 5EJ

11 Soul Garden 4, The Christmas Cracker Northern Soul, Mod Jazz and Ska Rafter's Maidstone **£5 otd**

11 Double Barrel, Soul and Ska night. The Greyound, Fishponds, Bristol. Info 07765 676247 or 01934 644448

12 Northumberland SC, Christmas Charity Evening in aid of 'Darcy's Little Smile' at Netherton Social Club, Bedlington. Featuring Deadbeat and Ministry of Ska. For tickets and further info contact 01670 822233 or find us on Facebook - Northumberland SC.

12 Mousetrap R&B Allnighter, Orleans, 259 Seven Sisters Rd, London N4 2DD. Playing Club Soul, Ska, R&B, Motown and Boogaloo. www.newuntouchables.com

12 Bover Boy Christmas Do, a night of original reggae, soul and a bit of glam at Lowton Social Club, 214 Newton Road, Lowton, Cheshire. WA3 2AQ. 7 till late, £5 otd. Contact John 07229 84886 or Ste 07971 314970.

12 Double Barrel, Soul and Ska night. King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

12 Wapping Wharf Christmas Mod Ball, at the 100 Club. Featuring Creation Legend Eddie Phillips, Stone Foundation, Fay Hallam. Tickets/details from www.wegotickets.com/100club/event/329173

13 Record Fair, Leicester - Aylestone Leisure, Leicester. Info www.vip-24.com or call 0116 275 2815

18 Double Barrel, Soul and Ska night, Moonrakers, Swindon. Info 07765 676247 or 01934 644448

19 East London Scooterist Nite, Christmas Bash. DJ's playing all your fav scooterist sounds plus playing live Biff Bam Pow. Cheap bar, £5 otd, 8 pm till 2 am. Hornchurch Social Club, 168 Station Lane, RM12 6LS. Info Facebook or 07903 278575.

19 Northern Noise, real deal Northern Soul played from original vinyl. Pete Kelross (Bisley) Kevin Johansen (The Rocket, Hoodoo and Dome.) James Hill (Baintree) John Madams (The Castlemayne) £6 otd. Southend Conservative Club, 16-20 Clarence Street. Southend On Sea, SS1 BD 8pm-2am

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CLUB DO's & EVENTS

19 VFM* Christmas Shindig, at the Zombie Shack (above the Thirsty Scholar) 50 New Akefield Street, City Centre, Manchester. 8.30pm-3.00am. Entry strictly by ticket only. Info Tel Steve 07774 893178 or Daz 07958 638625.

19 Almost Grown, Saks Wine Bar, Southend. Chestnut and Chesters reunion special. £5

19 Double Barrel Christmas Party, Hawaiian Bar, Bristol City Centre. Info 07765 676247 or 01934 644448

22 Double Barrel, Soul and Ska night, The Yeoman, Whitchurch, Bristol. Info 07765 676247 or 01934 644448

26 Aussies Boxing Day Special. Motown, Ska, Soul ect at Swinton RBL, Cheatham Road, Swinton, Manchester M27 4UQ. 7.30pm-late. £5 adv. John 07966 316414 or Aussie 07914 850521

27 Double Barrel, Soul and Ska night. The George, Totterdown, Bristol. Info 07765 676247 or 01934 644448

28 Double Barrel, Caribbean Party Night. The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

29 Double Barrel, Soul and Ska night, Downend Tavern, Bristol. Info 07765 676247 or 01934 644448

30 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

31 Nutty New Years Eve, 9pm-6am, The Venue, 229 Great Portland St, London W1W 5PN www.newuntouchables.com

31 Double Barrel, New Years Eve Party ,Hawaiian Bar, Bristol city centre. Info 07765 676247 or 01934 644448

JANUARY

30 BBSC Annual Do, £3 in advance £5 OTD, Jardins, Braintree, Essex. Best night out in 2016. check facebook for more details live band and DJ's. Essex

31 Bradford Parts Fair, Richard Dunn Sports Centre, Rooley Avenue, Bradford BD6 1EZ. Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk

FEBRUARY

6 Tadcaster Stax SC, annual do. The Riley Smith hall, Tadcaster, 8pm -1am, £6. Picky 07905 564372 or Picky 07905 564372

7 Worcester Parts Fair, Perdisswell Leisure Centre, Bilford Rd. Worcs. WR3 8DX. Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk

12-14 Scooterist Meltdown, Germany. The all inclusive scooter party event. See main ad.

12 The Soul Collective Presents a Charity Event, 60's & 70's Northern Soul, Motown & R'n'B at The British Legion Club 2 London Hill Rayleigh Essex SS6 7HP £5 otd. See Facebook for further details.

13 AONSC Anniversary Do, details tbc, taking place at the Standard Triumph Club, Coventry. Tickets, tbc. www.aonsc.co.uk

17-19 Breasticle Run, 1000 mile scooter ride, all for charity. Departs from Rainham Social Club. See FB for updates

19-21 Cancer is a CT III**, Rainham Mark Social Club, 56 London Rd, Gillingham, Medway, ME8 6YX

26-28 Carry On Abroad, 3 nights in Las Americas, Tenerife. See main advert

27 Burton Brewers SC, annual Parts Fair & Custom Show

27 Mod v Ska Night, Royal British Legion, 21 Sycamore Street, Blaby LE8 4FL. Tickets available via PayPal Michaela41@live.co.uk

28 Wicksteed Parts Fair, Kettering, Northants NN15 6NJ (please note Wicksteed one week early due to Mothers Day) Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk

MARCH

4-7 Modrapheniacs SC, 40th anniversary rally, Sandford, Dorset

18-20 Ginger's Egg Run, Lowton Civic hall, leaves 1pm on Saturday. Camping available Friday and Saturday night

18-20 Clacton Weekender, featuring The Scene, Mr Bridger more tbc at Highfield Grange, Park Resorts, London Road, Clacton-on-Sea, Essex, CO16 9QY. Raising money for "Kids with Special Needs" as our charity of 2016. For caravans call Sue Fairman on 01255 689800 and for wristbands call Rob on 07840 695245

25-28 Whitby National Scooter Rally

APRIL

2 AONSC Pre VMSC Show, Do, details tbc, Standard Triumph Club, Coventry. Tickets, tbc. www.aonsc.co.uk

3 VMSC Extravaganza, Classic and Custom scooter show, The Sports Connexion, Ryton-on-Dunmore nr Coventry. CV8 3FL

8-10 Oddballs Rally, charity event including the Fliks, Corsairs and many more plus massive custom show raffle to win brand new modena scooter, look us up on facebook. Abingdon Oxfordshire, more info email oddballs.rally@aol.co.uk

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BRIDLINGTON 2015

National Scooter Rally and Trade & Custom Show

For those who managed to book digs far enough in advance, or cadge a space on the floor of a friend's accommodation, the last weekend in October meant a ride to the Yorkshire coast for the annual end of season gathering of like-minded enthusiasts.

From the usually sunny south east, we had three hours of rain to endure before our riding gear got a chance to dry out, the weather becoming unseasonably warmer the farther we rode north. Had the country been turned upside down without warning overnight?

The kind-hearted Wearside Wanderers had taken us in at late notice and so the later afternoon chatter over a fish and chip supper was of scooters, the ride, the one crash (only pride hurt) and how much cleaning those in our digs who were entering machines at the show the next day were prepared to do – the fact that Rob chose pub over polish possibly reflected in his trophy count 24 hours later.

Bridlington itself hosts many pubs, and if you look away from the beaten track you can both avoid the tribute bands and actually find one that has the space and staff to serve you a drink. Unsurprisingly this led us away from the Spa, but the weather remained dry for the weekend so no one really objected

to a stroll back to the seafront venue where VFM had arranged for The Specials' Neville Staple to entertain us and the bars were easily accessed for the purchase of beverages.

Those entering the show were told to be at the venue at 8am on Saturday morning, although those hard-working souls of the LCGB organising the trade and custom show were up far earlier to get things ready. The doors didn't open to the public until around 10am, but it was worth the wait. Incidentally, while entry was free to current LCGB members, this year the club invited members to donate £1 on the door towards the LCGB 2015 supported charity – The Alzheimer's Society – and this gesture raised over £900. Well done everyone.

Back to the scooters, and where to begin? There literally was everything from a 1944 Cushman scooter (as used by American forces in Sicily during the Second World War), the kind thought to have inspired the Lambretta Model A it was displayed next to, all the way up to the latest racing scooters, with displays from both Team SRP and the DTC owners club, the latter



Lambretta Model B.



Lambretta LDB.



Vespa GS 160 Mk1.



In The City.



Bumble Bee.



The Gransport Club display.



P0B 73.



Lambretta Luna range.



Phil Rhodes' Quadrophonia replicas.



offering both road replicas and race machines, auto, Lambretta and Vespa. Speaking of displays, Mark Swinge's Start Me Up alongside Vicki's Lambretta auto All About Me obviously impressed the judges enough to be awarded Best Display, although the line-up of Luna Line Lambrettas was a sight to see, and not one I'd wager with so many of such models in it seen for some time now.

Sticking with Lambrettas for a moment, you were really spoilt for choice with an original condition, New Old Stock Model C to admire, along with a genuine relic of the 1960 Rome Olympics, a Series 2 used during the games and still wearing its special paint. There was also an accessorised C, another C elsewhere, a B and a LDB too, as well as some fine examples of GP, a gorgeous TV Series 1 belonging to Rob Miller which was displayed alongside his recently finished Model C Racer. Now that really is a work of art work closer inspection next time you see it.

Interestingly, it was among the Vespas that we saw a number of old school custom scooters back on display; namely Levi Stubbs Tears, Piss In My Eye Boogie, Geno, War of The Worlds and The Sentinal. One of the most eye-catching scooters of the show though was one of a pair of polished smallframe Vespa Primavera's entered by Bert Conneely, one finished in aluminium but the other which created the biggest buzz had been nickel and copper plated. A truly shiny thang!

Another Vespa smallframe taking home a trophy (Best Ridden) was Bagpuss (everybody loves him!), while the chopper Hellboy took home Best Ridden Vespa.

Engineering wise, the aluminium framed Lambretta which was part of the OilTek display went unnoticed by many, subtle as it was. How it will perform on the road they tell us they'll find out soon and we shall of course report back accordingly. Elsewhere auto-engined scooters are becoming more prevalent, some



Avatar.



Lambretta TV1 & C Racer.



Levi Stubbs Tears.



Ali frame Lambretta.



The Sentinel.



Accessorised Model C.



Lambretta SX combo.



All About Me and Start Me Up, which justifiably won a trophy for best display.



Legends of Man.



Faith.



Martin Murray's Small Fortune.



Stunning Model C Racer.



1940s Cushman and Model A Lambretta.



Nexx Carbon Pure (as seen on page 132 of this issue).



Damien Reddin rode over from Ireland on his custom Vespa, Spartacus.



Spectators' Choice was Spirit of 73.



Best Custom Scooter with Accessories was this 1964 Vespa GS.



BRIDLINGTON CUSTOM SHOW 2015 WINNERS & SPONSORSHIP LIST

Best of Show – LCGB *(Plus £75 cash Prize)

Winner: Legends of Man (TT) – Nick Prince

Best Ridden Scooter – Scooter Magazine *(Plus £75 cash Prize)

Winner: Route 66 – UTU 812V – Paul Moore

Spectators Choice – Rob Miller Trophies

Winner: Spirit of 73 – LWR 390H – Neil Denton

Best Custom Lambretta – Indecipherables Lambretta Collective

1st: Faith – AVG 258D – Sean Sterry

2nd: Legends of Man (TT) – Nick Prince

Best Custom Vespa – New Forest SC

1st: Small Fortune – YNG 93J – Martin Murray

2nd: 007 Skaramanga – 007 SKA – Bert Conneely

Best Custom Street Racer – Solent Cougars SC

1st: Nexx Carbon Pure – AKN 62K – Duncan Kilbride

2nd: The Jam – JYV 318S – Stephen Butt

Best Custom Engineered Scooter – Trojan SC

1st: Ali-Bretta – Paul Gillow

2nd: Small Fortune – YNG 93J – Martin Murray

Best Custom Scooter with Accessories – Ready Steady Go SC

1st: Vespa GS – RRF 214B – Iain Wilkins

2nd: POB 73 – POB 961M – Paul Atkinson

Best Custom Chopper/Cutdown – Talisman SC

1st: Piss In My Eye Boogie – BLA 237Y – Jai Bunting

2nd: Only 1 entry in this category

Best Custom Lambretta Pre 1959/Series 1/2 – Louth Scooterists

1st: Legends of Man (TT) – Nick Prince

2nd: Blue 125C Racer – YVL 145 – Rob Miller

Best Custom Lambretta Series 3/SX Range – Smugglers SC

1st: Faith – AVG 258D – Sean Sterry

2nd: POB 73 – POB 961M – Paul Atkinson

Best Custom Lambretta GP Range – Leeds Crusaders SC

1st: Hypnotised – SVM 29H – Gary Dickenson

2nd: Nexx Carbon Pure – AKN 62K – Duncan Kilbride

Best Custom Lambretta/Vespa Small Frame – Manchester Nite Owls

1st: 007 Skaramanga – 007 SKA – Bert Conneely

2nd: Small Fortune – YNG 93J – Martin Murray

Best Custom Vespa Pre-P Range/T5 – Rotherham SC

1st: Vespa GS – RRF 214B – Iain Wilkins

2nd: Only 1 entry in this category

Best Custom Vespa P Range/T5 onwards – All 4 One SC

1st: Piss In My Eye Boogie – BLA 237Y – Jai Bunting

2nd: Ceremony – FAC 33 – Jason Stephenson

Best Custom Paintwork – Mansfield Monsters SC

1st: Legends of Man (TT) – Nick Prince

2nd: The Jam – JYV 318S – Stephen Butt

Best Custom Chrome/Engraving/Plating – Selby Moving Targets SC

1st: Legends of Man (TT) – Nick Prince

2nd: 007 Skaramanga – 007 SKA – Bert Conneely

Best Ridden Lambretta – Darlington SC

1st: Model B - 162 UVF – Brian Clough

2nd: TV175 Series 1 – 481 DVK – Rob Miller

Best Ridden Vespa – Orgasm Addicts SC

1st: Bagpuss – XTU 176W – Dawn Buckley

2nd: Vespedda66 – BD 80980 – Giacomo Salici

Best Ridden Lambretta Street Racer – Crucified For Life SC

1st: Rule Britannia S-Type – C296 OVW – Don Garratt

2nd: Anita – Team GB – OVL 17V – Wayne Barker

Best Ridden Vespa Street Racer – Modrapheniacs SC

1st: Vinny 78 – UVK 987T – Ian Anderson

2nd: Carbon Footprint – N855 DAG – Simon Pickering

Best Ridden Engineered Scooter – Ex Presidents SC

1st: The Beast – NMA 501T – Stephen Holt

2nd: Tangerine Dream – 579 YUY – David Sims

Best Ridden Scooter with Accessories – Colchester DVLC

1st: Vespa Sprint – PGV 124E – Andy Robinson

2nd: Ultimate Dream (GS160) – USL 371 – Antony Gotts

Best Ridden Chopper/Cutdown – Skegness Lambretta Club

1st: Hellboy – B186 JOW – Alan Legge

2nd: Why Be Normal (Vespauto) – R259 MGT – Nige Massey

Best Ridden Lambretta Pre 1959/Series 1/2 – Lincoln & Newark Scooter Riders Collective

1st: Model C + Accessories – SSU 615 – Marc Richardson

2nd: Cogger Speed – 624 TPD – Roger Godley

Best Ridden Lambretta Series 3/SX Range – Wisemen SC

1st: If Look Could Kill – UKB 94H – Jon Ashford-Smith

2nd: L'ombra – BOE 259A – Kevin Hawkes

Best Ridden Lambretta GP Range – Leeds Central

1st: Spirit of 73 – LWR 390H – Neil Denton

2nd: Start Me Up – RCL 56J – Mark Swinge

Best Ridden Lambretta/Vespa Small Frame – Crawley SC

1st: 1951 Model C – YVL 585 – Alan Mills

2nd: Moonage Daydream – WUE 412H – David Thackwray

Best Ridden Vespa Pre- P Range/T5 – Wearside Wanderers SC

1st: The Krays – BVM 264K – Mitch

2nd: Vinny 78 – UVK 987T – Ian Anderson

Best Ridden Vespa P Range/T5 onwards – Doncaster Hunters SC

1st: Hellboy – B186 JOW – Alan Legge

2nd: Winter Gardens – UEH 915X – Shelly Sims

Best Un-Restored Scooter – London Lambretta Club

1st: Olympic No. 80 – VR 90563 – Amelia Richardson

2nd: GP200 Electronic – AYD 882H – Gareth Gadd

Best Ridden Paintwork – York SC

1st: Spirit of 73 – LWR 390H – Neil Denton

2nd: The Sentinal – A218 MCL – Gary Wickham

Best Ridden Chrome/Engraving/Plating – Blackpool Lambretta Owners Club

1st: Start Me Up – RCL 56J – Mark Swinge

2nd: Avatar – ETV 615T – Rick Sheppard

Best Mural – Bristol Lambretta Club

1st: Route 66 – UTU 812V – Paul Moore

2nd: Faith – AVG 258D – Sean Sterry

Best Auto Engined Scooter – Saints & Sinners SC

1st: It's All About Me – BEW 271J – Vicki Swinge

2nd: Lambretta Auto – NWB 726P – Duncan Kilbride

Best Vinyl/Graphics – Solidarity SC

1st: Route 66 – UTU 812V – Paul Moore

2nd: POB 73 – POB 961M – Paul Atkinson

Non-Vespa/Lambretta – Warsop Sinners SC

1st: Smirnoff Racer – OY02 WCT – Jack Harding

2nd: Cushman's Model 53 – Amelia Richardson

Best Indian Scooter – Essex Lambretta Club

1st: Rule Britannia S-Type – C296 OVW – Don Garratt

2nd: The Beast – NMA 501T – Stephen Holt

Best Spanish Scooter – Wigan Bluebeats

1st: The Jam – JYV 318S – Stephen Butt

2nd: POB 73 – POB 961M – Paul Atkinson

Best Individual Display – Keighley SC

1st: Start Me Up – RCL 56J – Mark Swinge

2nd: Vega – PVY 19G – Luke Salvin

Best First Time Entrant – East Lothian SC

1st: Route 66 – UTU 812V – Paul Moore

2nd: Winter Gardens – UEH 915X – Shelly Sims

Best Club Display – Scooter Magazine *(Plus £75 cash Prize)

1st: Essex Lambretta Club

2nd: Louth Scooterists

The LCGB would like to say a big thank you to all those that supported the event, in particular;

The Trophy Sponsors – Affiliated LCGB Scooter Clubs

The Judges – John Ronald, Norman Ronald, Dave Stocks & Kevin Adams

The Show Marshalls who worked all day from 7am until 4pm

The Entrants – 94 scooters were on display for all to see (from 100 scooters entered)



Hellboy.



Bert's polished Vespa Primavera.



Tangerine Dream.



SRP Racetech Team display.



DTC Owners' Club.

subtle, others Why Be Normal. For those who admire the full-blown custom scooters then the Lambretta Faith took a couple of awards, while local airbrush maestro Dave Dickinson was presumably pleased that a number of scooters he has worked on over the years are still catching the eye of both fellow scooterists and judges alike, including Spectators Choice for Spirit of 73.

It was the impressive Legends of Man that took the prestigious Best of Show award though, along with numerous others, and if you missed it there then you need to check it out in the November edition of *Scootering* for the full feature.

And so with the trophies awarded, and the BSRA Champions also applauded on stage, we drifted back out into the winter air of Brid, which was still surprisingly warm.

That evening, after coincidentally visiting the same curry house as numerous friends including Team SRP, it was back to the Spa where the Spitfires performed an energetic set that

many enjoyed but I can't help feeling in a more intimate venue they'd have gone down even better still. Check them out if you get the chance; young, live and original tunes. They were followed by the ever entertaining BasketCase who dressed to impress in a Halloween style for the occasion, kicking off with Monster Mash before launching into their set of crowd-pleasing covers. For me it was meant to be an early night before the long ride home, delayed slightly by bumping in to some old friends – such is the case in places like Brid.

Sunday arrived with warm sunshine before fog set in and temperatures lowered as we crossed the Humber. Still, what's a ride home without another chance to test some more weatherproof kit, hey?

Finally a big thank you to all the VFM and LCGB crew who get up extremely early and don't get to bed until late, just to make sure we all have a good weekend and everything goes smoothly. Cheers!

Andy



NOS Lambretta Model C.



Vespedda 66.



007 Skaramanga.



Winter Gardens.



Why Be Normal.



Route 66, Best Ridden Scooter.

CLUB DO's & EVENTS

April

15-17 SWSC Teighnmouth, rally
22-24 Bangers & Mash, rally, Notts.

MAY

29 April -2 May Tenby, National Scooter Rally
27-30 Kelso, National Scooter Rally

JUNE

2-5 Vespa World Days, St. Tropez, France
3-5 Suffolk Smugglers SC, 4th Run To The Rum Rally.
LTAA, Leiston, Suffolk IP16 4DQ
10-12 Torbay Mods SC, host Riviera Rally, Liverton RFC, Devon.
10-12 Sun Run 6, Allemans du

Dropt, 47800, France Paddy Smith presents the sixth 'franglais' rally. Find us on Facebook or Email: paddy.smith.sales@gmail.com
17-19 Cyder Commandos presents Moorland Mayhem, Buckfastleigh RFC. TQ11 0BL. A weekend of live music, daytime activities and so much more. Contact Debbie at deborah.latimer@bt.com for more details or tickets.

24-26 Euro Lambretta, Geiselwind, Germany
24-26 Margate Mutiny IV, hosted by South Coast Pirates SC. Two Chimneys Holiday Park off the A28. CT7 0HD
17-18 Big 7, National Rally Tunbridge, Kent

JULY

8-10 Cleethorpes, National Scooter Rally
15-17 VCB British Vespa Days, Avonmouth Old Boys RFC, Bristol
15-16 Cannock Crusaders SC, presents Rally Weekender, Cannock Rugby Club, Huntington, Staffs, WS12 4PD. Live bands, Part Stalls, Food Vans etc.. Info: Kevearno 07746 795761. www.cannockcrusaders-sc.moonfruit.com.
22-24 Music Mania, Worthing, West Sussex
29-31 ScootAyr 2016, at Ayr Racecourse. Find us on facebook or twitter, email: scootayr@gmail.com or phone Swany 07885 931672.

29-31 Exmouth, National Scooter Rally

AUGUST

26-29 Isle of Wight, National Scooter Rally
26-29 Great Northern Festival, a weekend of mod and ska bands plus DJs in Bedale, North Yorks

SEPTEMBER

23-26 Woolacombe, National Scooter Rally

OCTOBER

28-30 Bridlington, National Scooter Rally

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DALLAS CLASSIC SCOOTER RALLY

OCTOBER 16-18, 2015

Having rallied in the UK during the 80s and 90s, been away for a while and finding ourselves in Houston, Texas, post-kids, my wife, Anita and I decided to give US scootering a bash.

The first rally close enough to ride to was Dallas on the weekend of October 16-18. Hosted and organised by Ace Scooter Club, we bought our rally packs online which included the obligatory patch, entry to a Mod club Friday night, free food and beer over the weekend and raffle tickets for two scooters up for grabs. Good value for sure.

We took non-motorway roads and covered almost 300 miles to get to Dallas with an overnight stop just outside.

What's it like riding in the USA? Well, the distances are longer, including a backroad jaunt of 70 miles in between petrol stations which saw us arrive at the next town running on fumes; traffic is lighter and the weather was glorious all weekend. The HGVs are bigger and typically drive at 70mph+ so be prepared for a few heart-stopping moments as they thunder past, not to mention the buffeting you get as they pass on the other side of the road. Overall, though, it was a good journey and we arrived in Dallas on the Friday afternoon in good shape.

Most of the organisation was down to Devon James and Ron Morse so a big thanks to them. It started with a ride out Friday

night in downtown Dallas, terminating at The Smoke, a Mod club, which ran into the early hours and was organised by Marcos Prado with some great tunes and friendly people.

Saturday saw a more scenic ride out (which we passed on as we had frankly had enough of riding for a few hours) and a Saturday afternoon at the Double Wide with more free beer and food, a raffle for those scooters (Vespa 150 Super non-runner and Primavera 125 in decent running nick) and some very cool ska and punk from Ruben Villacres and Pepe Hoo. The scooter competition saw best original (green Lambretta J50), people's choice (blue Vespa GS) and Asshole award going to Nick Barton for some misbehaving the night before. Saturday night had various options on your own dime. We took in a ska/punk night at a local bar, missing out on the Brit punk rockers The Vibrators, knowing we had a long trek the next day.

So, overall, scootering is truly an international language. Much smaller numbers but no less passion and an opportunity to make some good friends that hopefully we'll see again very soon. It felt a lot like home!

Phil Jeffrey





INFERNUS VESPA

What do you get if you mix an engine from the 70s, a chassis from the 50s and styling influences from the 40s? That's a recipe for a very special Vespa.

Marco, known in his native Italy as 'Devils', does not fit the stereotype of an Latin Vespa owner. Most Italian Vespisti prefer gentle personalisation, subtle tuning or factory-finish original restoration. Very few go in for what Marco refers to as 'UK custom style', but I'd say that Devils goes even a little bit beyond that.

For Marco, his scooter is all about a look that blends many disparate influences into something quite unique. His machine has evolved over a 14-year period through several different metamorphoses to reach this point. For 10 years he rode a slightly less radical incarnation that wore a more traditional flame paintjob.

INFERNUS

One unmistakable thread is an American influence. Marco has travelled in the US and clearly likes old Indian motorbikes. Their flared, swooping styling has been followed through in the metalwork carried out to the 1959 Vespa VBA frame by his friend Johnny, to kick-out the extended mudguard and the back of the frame. Where possible, everything has been smoothed, sloped and slammed to the deck.

The previous version ran for years with a 10in back wheel on the PX125-based engine, but still retained an 8in VBA wheel. This time the front wheel has also been converted to a 10-inch, while the modified forks and mudguard are based on a 1955 Vespa 'Struzzo' (VL2 model).

In order to get Infernus sitting how he wanted, Marco shortened the front suspension spring leaving the fork link at an odd angle. The mudguard sides were then lengthened and a 'Faro Basso' (Low Light) headlight added to supplement the illumination from the Struzzo headset.

At the rear is a replica light for a Vespa 98, made by an Italian artisan who produces a few units every year for the restoration brigade. The manufacturer wasn't even sure about selling one because it was for a custom scooter rather than an original 1940s Vespa, but in the end Marco talked him round.

Part of the smoothing process meant losing the fuel filler from the conventional fuel tank. Instead a small, stylish centre tank has been added, hailing either from a 50cc Bianchi or NSU. You'd think that a centre tank would be a boon for distance work, but given the scallop underneath

"At the rear is a replica light for a Vespa 98, made by an Italian artisan who produces a few units every year"





to accommodate the spare wheel the scooter now carries less than five litres of fuel. Well, you are supposed to suffer for your art...

HADES

This time the paintjob is defined by a mixture of fire, metal and Second World War aeronautic chic. It began with Marco having a helmet painted by up-and-coming teenage airbrush hero Davide Anzanello. Marco was so impressed with the metalwork and rivet paintjob that he decided to let Anzanello transfer the design to the Vespa, but still based around a flame layout.

Rather than a confusion of styles it works a treat. Around the bike you'll find 350 unique and individually airbrushed rivets, as well as old-school tattoo favourites such as swallows to represent freedom. Davide also painted the bomb-riding femme fatale on the fuel tank. She may not be perfectly proportioned to the eye, but she is a 100% replica of a mural from the side of an Allied warplane; which is what Marco demanded.







“Around the bike you’ll find 350 unique and individually airbrushed rivets...”



BRIMSTONE

When it comes to engines, Marco is less interested in ‘go’ than ‘show’. The 1977 PX engine is so early that it still has 6v electrics. It has been treated to a bolt-on Polini 177 kit by his friend Piero, and very little else. The exhaust is a 180SS-style sports exhaust that has been opened and modified inside to optimise it for the Polini kit.

“I don’t need more speed; I like to travel at 70-80kph,” explains Devils, “I want to take the time and see everything. I like to stop in a bar and talk with the old people. Sometimes I find a Vespa that way because someone will say; ‘I have an old Vespa’. We will have a glass of red wine and at the end of the day I buy it.”

You can’t argue with that logic.

BEELZEBUBBLES

One thing that puzzled me about Marco’s scooter was his nickname Devils and the choice of Infernus as a name for the scooter. I wondered if we were drifting towards the occult?

“Devils is a distortion of my family name, Devilla, but when I was young I was a terrible child; people said like a devil.”

In actual fact he’s quite a sensitive lad. Among the murals is a representation of his grandma Rosalie who died in April 2014 before he could show her this latest incarnation of his Vespa.

“I asked the painter to add my grandma so that every day when I ride the Vespa she comes with me. There is no pillion seat because only she rides with me. I have another Vespa that my wife can come on the back of...”

Sticky



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THE VESPA BIG BOX EXHAUST TEST

It seems today that standard looking expansion pipe exhaust systems are more in vogue than ever among the classic scooter fraternity, which is why we're back testing such items on the large frame Vespa PX200.

Why?

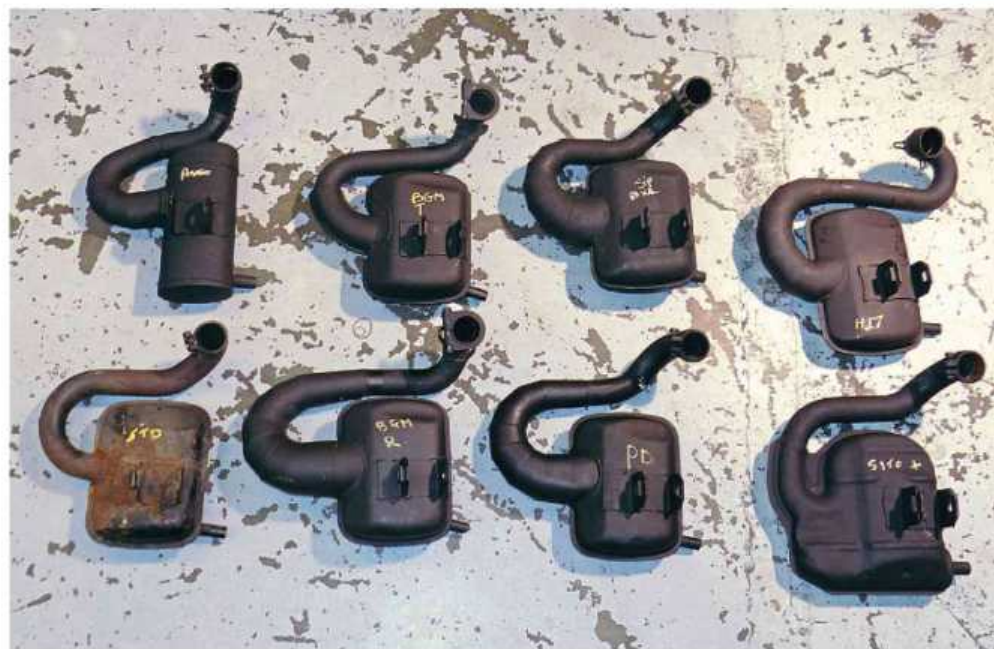
A standard looking 'Big Box' retains the original look of your scooter and emits a similar tone too. From a practical point of view they all allow you to carry a spare wheel under the left side panel and indeed change the rear wheel without obstruction, as well as easily adjust the clutch cable should you need to, tasks made difficult by fitting aftermarket sporty looking pipes which may also have clearance issues too.

Then of course there's the potential to gain a little performance in the process, and who doesn't want to go a little bit faster if there's an easy way to gain a few mph? After all, Piaggio's exhaust design hasn't really changed much over the years, so it makes sense if changing your pipe to look at the modern options.

Speaking of which, the last time I tried to buy an original genuine Piaggio P200 exhaust I tried three that didn't fit before giving up. Not impressive for the best part of £80...

The testing

We used my old faithful, mechanically standard PX200E which began the day with all the factory-set jetting (118 main jet) in the original 24mm carburettor. As we progress through the pipes, and the dyno readings suggested it, we altered the jetting until each exhaust gave a good reading – albeit often



slightly rich which is how I tend to run my bikes anyway.

In each case we down-jetted the main, as far as 110 in one case, often increasing the pilot in return and sometimes altering the air mixture too. Remember though that each scooter will differ with their jetting requirements when you come to doing yours.

You should also remember that most of these exhausts are available in 125/150cc versions too for other Vespa and LML scooters, albeit with different downpipes, and while the result won't transpose exactly, our review of the 200 version should give a good idea of what to expect from their

smaller siblings (please note that in some photos the securing springs may not have been fitted correctly to save time, and the main exhaust bolt might be absent depending on when in the fitting process the photo was taken).

The graphs

Each graph shows the power and torque of the relevant exhaust (light blue and dark blue lines) in a third gear run, with the standard Piaggio PX200 exhaust graph line showing its max power (red) and torque (dark red) figures of 9.93bhp and 11.6lb-ft respectively as the base line.

As well as these figures, the revs are also of interest. Vespa PX 200s have a reputation for pulling well low down (inspiring the LML factory in India to develop their 150 with similar torque), and holding on to the power better at top end where the likes of the revvy T5 fail when up against anything too challenging. With the power spread wider beyond the range of a standard PX200, you will find either better pull away, or with the power lasting longer with more revs at top end then you not only have a faster Vespa but one which is happier at carrying loads, challenging hills, confronting headwinds, or maybe taking on all three.

Sito Plus

RRP: £89.30

200cc & 125/150cc versions: Yes

Fit: Clamp around barrel stub and bolt through engine swingarm.

Availability: UK scooter shops via VE UK

Contact: www.ve-uk.com

Sito has been offering Vespa riders this option, based on the standard T5 exhaust, for many years now, and until recently it was the only option regarding fit, price and a little performance boost too. The sound is a bit louder and more tinny than standard. However in recent years the Sito Plus has come under attack on all sides and without any obvious development from Sito, the Plus finds itself somewhat lacking. While power is slightly up on a standard pipe, torque isn't and it struggles to rev much further than Piaggio's exhaust too. Combine this with a main engine-bolt hole that doesn't line up (we tried two) and it doesn't bode well.



Pinasco Touring

RRP: £122.47

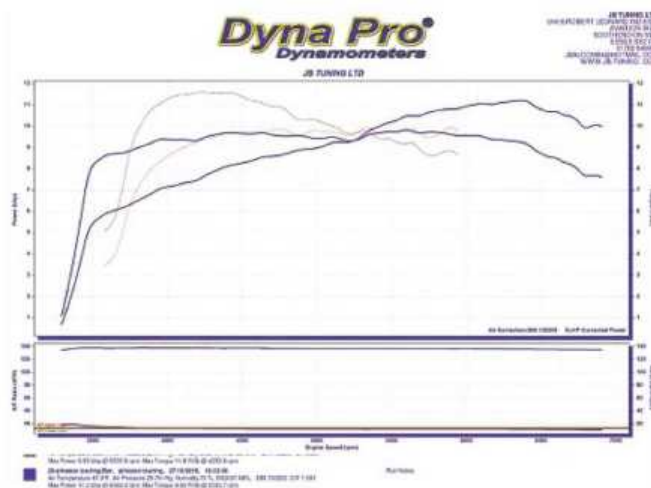
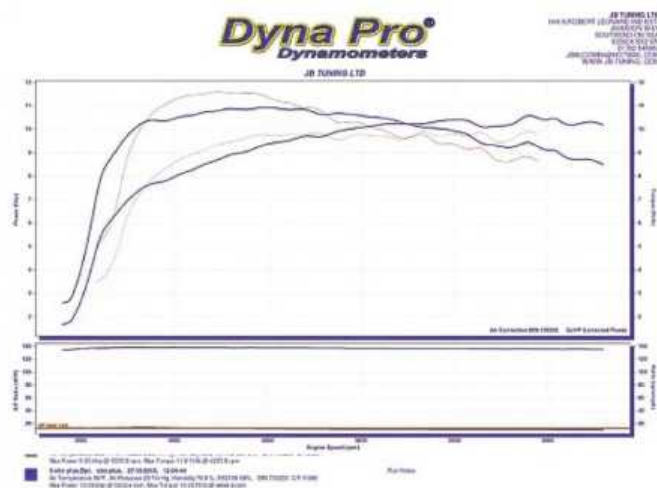
200cc & 125/150cc versions: Yes

Fit: Clamp around barrel stub with spring mounts too, and bolt through engine swingarm.

Availability: UK scooter shops via VE UK

Contact: www.ve-uk.com

A strange cylindrical shape for this pipe, presumably inspired by the Rally 180 exhaust of the late 1960s. The build quality looks good, it was easy to fit and like most of the others required the main jet to be downsized. Of all the exhausts on the test here it was either the loudest, or it had the most unusual tone compared to the rest. It's not the cheapest here, nor the best performing, especially regarding peak torque, but it revs on over a standard and Sito pipe and at 6500rpm produces 8.6bhp and 10.8lb-ft of torque.



Exhaust: SIP Road 2

RRP: £99.97

200cc & 125/150cc versions: Yes

Fit: Clamp around barrel stub, spring to casing and bolt through engine swingarm.

Availability: Direct from SIP in Germany or UK scootershops via VE UK

Contact: www.sip-scootershop.com

The SIP Road 2 is the exhaust I've been using on my scooter for a couple of years now and I have to say I'm very pleased with it. As can be seen from the photos, it's been used all year round and despite a Zircotec coating, still looks abused (this was done separately from SIP so is not a representation of their own finish after two years). It fitted well, the tone only a little more than a standard exhaust and at 6500rpm it still has 11bhp and 9lb-ft of torque, which on the road means seeing 70mph on the speedometer is not uncommon. I do like it and indeed refitted it for the ride home.



Exhaust: SIP Road XL

RRP: £143.12

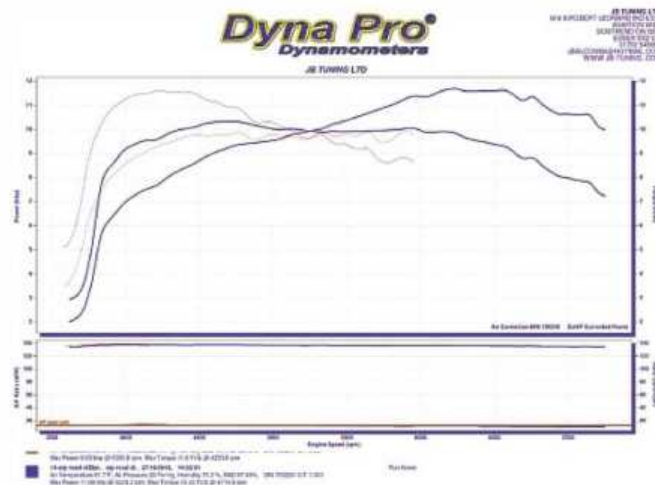
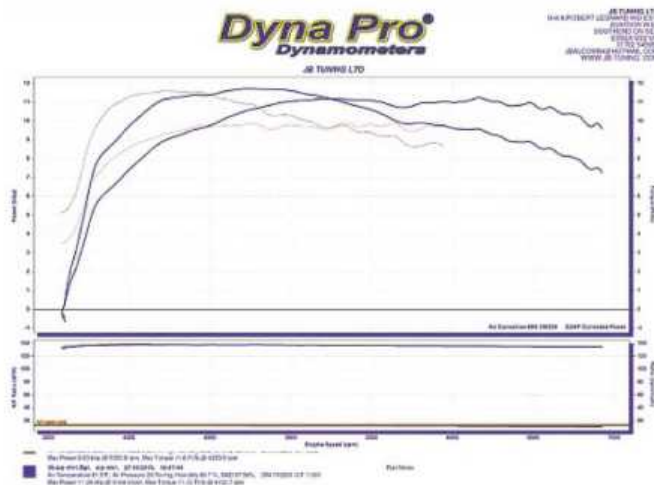
Fit: Clamp around barrel stub, spring to casing and bolt through engine swingarm.

200cc & 125/150cc versions: Yes

Availability: Direct from SIP in Germany or UK scootershops via VE UK

Contact: www.sip-scootershop.com

As you might expect, the XL has the same production quality as the Road 2 and is just as easy to fit. Where it differs is with the multi-sectioned downpipe and the fatter box which is apparently improved with regards to ground clearance since our last test of the prototype version. Incidentally, it also clears the stand spring. SIP has aimed the XL at tuned engines, which could explain why the torque is not the best. However it did achieve the second best power on the day and at 6500rpm boasts an impressive 11.69hp with about 9.3lb-ft of torque.



Exhaust: LTH Box/TSR Vortex

RRP: €139/£99.99

200cc & 125/150cc versions: Yes

Fit: O-ring inside barrel stub, with spring mounts too, and bolt through engine swingarm.

Availability: Direct from LTH in Germany or TSR in the UK

Contact: www.lambretta-teile.de / www.thescooterrepublic.co.uk (01633 549282)

There is no barrel stub clamp with this exhaust, instead an O-ring fitted inside the downpipe makes a tight fit on the stub (a little dab of grease helped it on) with two springs (one to a cowl mount, the other needing a hole in a barrel or head fin) securing it on the barrel, together with the main engine bolt of course. Note that once removed, the O-ring needed replacing so you must consider having a spare to hand.

This exhaust is the result of cooperation between LTH in Germany who designed the pipe, and The Scooter Republic (TSR) in Wales who had it manufactured in Vietnam. It has a longer downpipe that the rest, cleverly tucked back on itself, which suggested it would be good from the start, and once jetted correctly it offered the best torque of the lot. However it didn't want to rev as freely as many of the others.



Exhaust: Pipe Design S-Box

RRP: €TBC

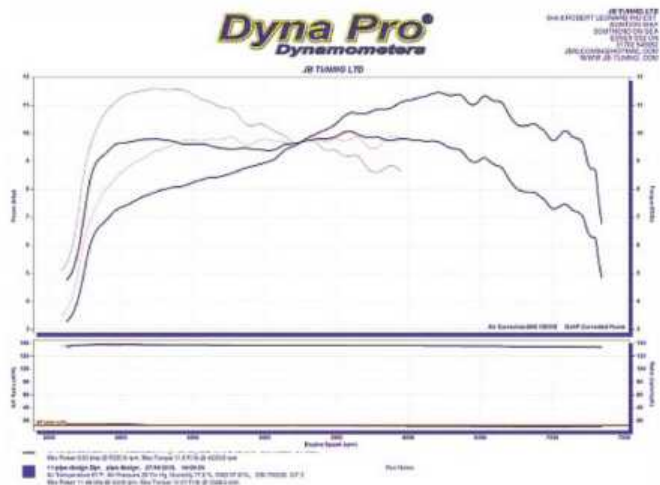
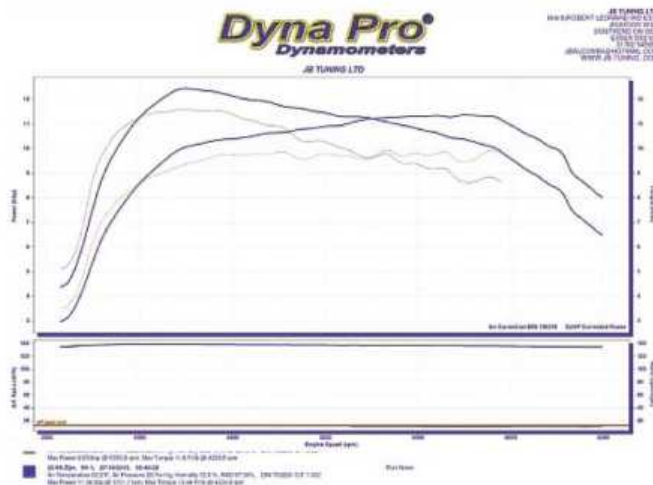
200cc & 125/150cc versions:

Fit: Barrel stub clamp and bolt through engine swingarm.

Availability: Direct from Pipe Design

Contact: www.pipedesign.de

The remit here appears to have been to literally take one standard Piaggio PX200 exhaust and make it better. As a result we appear to have the original barrel mount down pipe and fitting, and the external box (complete with Piaggio part number and DGM approval stamp), yet Pipe Design have worked their magic by creating a sectioned downpipe into the box and presumably altered things inside too. And it fits like a glove. We tried a 110 and 112 main carb jet as well as upjetting the pilot to gain the best results here. Performance wise it produces less peak torque than the standard exhaust but holds what it gives for a quite a while, offering 9lb-ft at 6500rpm while still producing over 11bhp there. It revs on nicely too, beyond 7000rpm. We're told Pipe Design makes Vespa Big Box pipes to order so would produce a different one for a kitted engine depending on the spec.



Which pipe?

What has to be considered here is that certain exhausts in our test are likely to have been developed with slightly different goals in mind and indeed different riders will have different needs from them. What they do all offer is a viable alternative to a standard exhaust with varying degrees of improvements, if such things appeal.

All the aftermarket exhausts here let the engine rev on much farther than standard, with the exception of the Sito Plus and to a lesser extent the LTH/TSR pipe, although both are better than standard – the latter much more so of course.

At the cheap end, sadly the Sito Plus (£89.30) may well have had its day; the fit isn't great, performance increase minimal, and for just a few quid more you can get the SIP Road 2 or LTH/TSR pipe, and at current exchange rates the BGM Touring isn't a lot more, all of which offer more. On the Sito, UK importer VE UK's Rob Kerr told us: "We are relatively pleased with the results of the Sito Plus for the cheapest exhausts in the test, it's gaining on both power and revs quite nicely over the standard exhaust, which is exactly what Sito was aiming for when they designed it, remember that it was never designed to be a full on sports exhaust, just a simple upgrade over standard."

VE also imports the Pinasco Touring, saying: "The Pinasco is pushing the revs further along, which is to be expected from a company focused on tuning and although not as torquey as the SIP road, it was probably developed to work best with a Pinasco cylinder, which with the different porting will give different results."

Then we get to the BGM and SIP exhausts, both companies offering pipes that perform very well here with a version from each looking to be leading the charge for our kitted engine review in the future. From BGM the Sport appears to have the edge over

the Touring, but it's a tough decision to make. BGM says about the Touring: "An early performance delivery and the significant increase in torque make our Big Box's Touring version an ideal companion for anyone who likes to travel as a couple or with a lot of luggage."

From SIP I still rate the Road 2, for the standard PX200 and it's cheaper than the XL as well. As SIP told us: "The Road XL is targeted to tuned up engines above 20hp and it is really working well then. For standard or light tuned engines we always recommend the Road 2.0." At the end of the day, I refitted the Road 2 to my scooter for the ride home.

The Pipe Design is interesting and has the legs to rev, but is let down by its peak figures, although while Marco at PD tells us this pipe is for a standard engine, it looks like it would do well on a tuned motor as well.

So while it is a close run contest, if you will, between the German designed exhausts

here, the LTH/TSR pipe has the torque that suggests if you want to go touring two-up on a standard scooter then this might be the one. It doesn't rev as much as some others, which suggests it is in fact more of an improvement on a standard exhaust rather than a standard looking expansion pipe, if that makes sense. But then the standard Piaggio exhaust is pretty good for what it is anyway.

LTH's Marco Büttner said, "The test figures match the tendencies of our results on other engine types. We never did a test on a stock 200, the exhaust has been developed on a stock Malossi Sport 68.5 x 57mm. The aim was to design an exhaust for long distance riders, fed up of changing gears all the time so all decisions we did we focused on their needs or at least what we thought they are. The main decision was to opt for more torque at low revs rather than max power at higher revs, which is something you always have to decide in exhaust development."

Next time

What this test has proved is that the market for Vespa big box exhausts has become very competitive of late with the result being that the choice of quality products for the customer is greater than before, which can only be a good thing. It doesn't make our choice any easier, but does mean the manufacturers will be pulling out the stops to stay one step ahead of each other.

As the manufacturers have told us, and graphs confirmed, some of these exhausts are better suited for tuned Vespa engines, and this is something we plan to do in the next few months, once the Malossi 210 is back on the road. In the meantime it's been interesting to learn what some of these manufacturers will think the results of that test will be...

Andy

Thanks to John and Mikey at JB Tuning (01702 545952/ www.jbtuning.co.uk) for their dyno time and assistance with this article.



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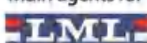
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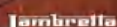
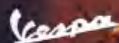
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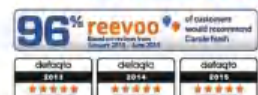
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LAMBRETTA LI125



S3, 1964, Mugello 200, reg as 125, restored 2014, 500 miles since restoration, vgc, fast, ultra reliable, £3995 Tel. 07917 441682. Cheshire

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(200) Series 2, Watsonian Bambini sidecar, 1960, GP200 engine, electronic ignition, MoT, £5500 ono Tel. 07939 561689.

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LI Series 2, dark wine red, good working condition, comes with LCGB dating letter & NOVA, Dupont paint & all original parts, Tel. 07483 374855. Northampton (t)

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185cc, 1968, original SX150 (non battery), good condition, one previous owner from new, £4000 Tel. 07535 757378.

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LAMBRETTA TV175

S3, 1963, tax exempt, MoT July 2016, £4000 ono Tel. Steve 07588 237850. Glos

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Valencia 2012, low mileage, MoT till March, need space, £350 no offers Tel. 07471 739455. West Yorks

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125cc, excellent condition, low mileage, one year old, 24 months MoT, Oxford heated grips, Oxford cover, £1300 Tel. 07875 140372.

SS180 REPLICA

2014, LML 2 stroke, upgraded to 150, with three white wall tyres, full metal SS body kit including head set & tool box, £3000 Tel. 07747 291410. Beaconsfield

SYM FIDDLE II

2011 model, non-runner, needs MoT, not been used since August 2012, 5000 miles, £750 Tel. 07940 904834.

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Primavera 50cc, 2014, only 150 miles therefore as new, Vespa rear folding rack & flyscreen, £2500 Tel. 07944 538625.

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S, black, immaculate condition, 299km, wind visor, luggage rack, £2100 Tel. 01312 580120.

VESPA 125

1962 with side car for spares or repair or to restore, believed to have been imported from Indonesia a few years ago, £2250 Tel. 07710 433910. Glasgow

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VESPA GL150



Classic Italian, 1962, vgc, MoT, ready to go, serviced & various age related replacement parts, lots of extras. Tel. 01302 709601. South Yorkshire

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IE, 2011, low mileage, good condition, MoT, heated handle bars, front chrome luggage rack, rear top box & Oxford lock & key, £2300 Tel. 01162 709116.

VESPA GTS250



owned from new with full Ron Daley service history, recent new tyres & exhaust, Vespa fly screen & back rack, £1500 Tel. 07791 148245. South Yorks

VESPA P150X



1982, new carb/clutch cable etc, serviced & runs perfect, 3 owners from new, 21,000 miles, solid body, £1650 Tel. 07581 041056. Croydon

VESPA P200



cutdown, nicely done with centre tank, brand new Sip tubeless and new tyres, new shocks front/rear, taffspeed exhaust, £1150 Tel. 07814 188777. Blackpool

VESPA PK125



small frame, good condition with minor scratches to the paintwork, starts & runs spot on, Pollini 135 fitted already run in, £1200 Tel. 07780 714596. Leeds

VESPA PX



V reg, 1980, MoT clean and tidy scooter. Tel. 07806 686580. West Midlands

VESPA PX 200



disc, 2000 plate, approx 3029 miles, MoT & service undertaken in July 2015, £2500 Tel. 07795 446592. Somerset

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2007, reg as 125, fitted with a Polini 180cc kit, adjustable Bitubo shocks, BGM Big bore exhaust, £2150 ono Tel. 01993 846012. Oxfordshire

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1800 miles only, six months MoT, as new condition, kept indoors, extras, back rest, fly screen, bumper bar and a few chrome bits, £2300 Tel. 07729 901641.

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the last 200 engine PX to be made in Baccarat original paint, 03 Plate, SIP chrome road pipe exhaust, MoT July 2016, £2250 ono Tel. 07917 203071. Berks

VESPA PX200E



very good condition, annual service, MoT July 2016, hardly used with lots of extras, £2000 Tel. 07701 029301. Lincs

VESPA T5



S reg, nine months MoT, recent service, Sip alloy rims, Sip digital speedo, front rack, rear rack, lights, Sports exhaust, £2450 Tel. 07801 109685. Kent

VESPA VBA150



Pinasco 177, electric ignition, SIP road exhaust, Cosa clutch, 30mm Dellorto with Reedvalve, reg 1955, tax & MoT exempt, £1600 ono Tel. 07732 395798.

VESPA VBB



125cc, fully restored, has been fully restored two years ago, 1961, MoT until March 2016, £3500 Tel. 07921 106623.

VESPA VBB150



Italian, all original, 1965, original engine & resprayed in April 2015, lovely little runner, no rust, MoT till June 2016, £1500 Tel. 07769 117352. Chelmsford

WK BELLISSIMA 125



auto scooter, 2014, 64 plate, automatic 4 stroke, very low mileage, little use, as new condition, with screen & top box, £1100 Tel. 01793 721306. Swindon

YAMAHA T MAX XP500



2002, well cared for with a current MoT, July 2016, two previous owners, delivery is not possible, full licence required, £1500 Tel. 07817679588. Glasgow

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AUTOMATICS

COBRA SCOOTER 125cc, black/silver, model DB125T-15D, £500. Tel. 07890 877482. London.

GTS 300IE 2010, black, 1800km, factory clear screen, heated grips, stainless rear rack, tested 11 months, new belts and rollers, oil service 1000 miles ago, good condition, fast and reliable, great rally scooter or commuter, surplus to requirements, £2000. Tel. 07525 593872.

HONDA LEAD 80cc, good condition, MoT till May 2016, new battery this year, 44,909 miles, £5500. Tel. 07886 480482. Bristol.

HONDA PCX125 white, immaculate condition, hardly used, only 682 miles on clock for 62 plate, 120 miles to the gallon, £17 per year road tax, £1500. Tel. 07738 025961. Aberdeen.

LML AUTO 12 month old, metallic red LML Star Deluxe auto 4T reg 2014, 769kmservice done July 2015, MoT not due till August 2017 due to being purchased 12 month ago, £1800. Tel. 07963 857979. Southampton.

PEOGEOT SPEEDFIGHT 3 125cc 4 stroke, red/white in excellent condition, only eight months old, 1500 miles, datatag, two keys, fully serviced, 16 months warranty remaining, well looked after, really smart colour scheme, Led lights standard from factory, gloss black wheels, £1495. Tel. 07984 945499.

PIAGGIO LIBERTY SPORT 125 on a 07 plate, one lady owner from new, under 3400 miles, not used much and needs a good run, MoT just done, bike in working order, slight damage to left indicator but passes MoT with it, £900 ovno Tel. 07951 360667.

PIAGGIO VESPA LX125 2013, 3V black, one owner, full service history, MoT, brought brand new in 2013, lady owner, two keys, mileage on bike reads in km not miles, Pedometer reads 3844km which is 2388 miles, in really good condition, £2500. Tel. 07973 128395. North West London.

SYM 125cc, a very good quality scooter, fully automatic twist and go, windscreens and rear carrier as standard, genuine unmarked and with just 1500 kilometres on the clock (930 miles?) always garaged, very economical, plenty of underseat storage, complete with handbook, two keys, V5 present, £950. Tel. 07761 973362. Sheffield.

SYM DD50 MoT till May, only one previous owner, V5 and all other paperwork present, new back tyre and new additional Led running lights, low mileage for year, very cheap to run, £450. Tel. 07804 731832. Woolacombe.

YAMAHA 50cc Bi Wizz Moped, Jet black metallic colour, large double seat and footrests, smart logos, new MoT recently refurbished, new battery, oil and service, excellent condition, 1990 Retro model, 2400 miles, free helmet ready to ride, £900. Tel. 07544 292125. Midlands.

YAMAHA D'ELIGHT scooter, only had one lady owner since new and has used it for local commute into work each day, kept in the garage and has been well maintained (FSH available), extremely reliable, never had any problems with it, currently has 4200 miles on the clock and is 2 years old, hence no MoT due for another year, the next service isn't due for another 2000 miles, there is slight cosmetic damage to the side (scratches) otherwise it is in excellent condition. Also have one of the Tucano Urbano Scooter blankets which I'm happy to sell with the bike. £1200. Tel. 07796 546474. Canterbury.

YAMAHA TRICITY 125cc, 2014 (64 reg) in immaculate condition and garage stored when not in use 1700 miles on the clock, also comes with heated grips, £2550. Tel. 07951 441588.

SYM HD200 garaged as new, the scooter is silver and in very good condition with very low mileage for the year 6200 miles, £675. Tel. 07908 683144.

LAMBRETTA

LAMBRETTA 'Fantastic 4' custom, 200cc reg as 125, very reliable, rebuilt this year, new bearings and seals, crank, genuine 70mph, engine built by Lambretta Upgrades, located Grimsby. Tel. 07915 394255. North Lincs.

LAMBRETTA 125DL 1970, correct matching numbers, MoT, all original Italian parts, many extras, chambers rebuilt, 6v, runs well, show winner. Tel. 01837 851242. Devon. keith.gooch@rocketmail.com

LAMBRETTA GP125 BGM 195 kit, 1800 miles, registered as 125, set up and dyno'd 77mph on rolling road, BGM pipe (made for kit), complete BGM electronic kit, (fly wheel etc), BGM harness, Race crank, Casa ignition, SX200 gear box, full Quality bearings and seals, BGM dampers, S1 rear suspension, Special made BGM carb grills, side panel locks, three New AF rims, three new Sava tyres, Halogen front head light, £4000. Tel. 07593 985271. Bolton.

LAMBRETTA GP200 registered as 125, 1969, Indian model, excellent condition, complete rebuild on engine which has just been run in, tangerine orange, lovley scooter, £2500. Tel. 07753 582655.

LAMBRETTA LI 150 Indian style Series II, good clean machine, new seats, tyres, etc, 110 miles, since engine rebuild, all paperwork together ready to ride, £2750. Tel. 07976 779368. Devon.

LAMBRETTA LI125 1962, Series 3, show winning, fully restored Lambretta LI, tuned to 150cc, new carb, Clubman 42mm exhaust, great starter and runner, reluctant sale, must be seen, £4500. Tel. 07768 653325. Ayrshire.

LAMBRETTA LI150 Spanish Servetta, blue and white loads of extras, really nice scooter, slight engine attention needed, £1800. Tel. 07730 187168.

LAMBRETTA SX150 totally original Lambretta SX150, the scooter was a part of the Nigel Cox collection and displayed in the museum at WSM, fitted with £1000 of period extras, MoT and V5 in my name, engine needs attention, will consider a swap or p/x deal no Indian scooters will be considered, £5500. Tel. 07962 344296. York.

LAMBRETTA SX200 genuine 1967, in excellent condition all original panels still running on 6 volt, nothing needs doing ready to ride and show I don't ride it just keep polishing it so it needs a new home, just had MoT for year with no issues, all engine and frame numbers match, worth a look as not many of these for sale and very collectable, £8750. Tel. 07702 681144. Kent.

LAMBRETTA SX200 immaculate British registered, originally bought from the Lambretta museum in WSM. The SX was bought new from Crescent Motor Cycles on the 11th May 1967 in Bournemouth, documented evidence will be provided to the new owner. £9500. Tel. 07962 344296. Yorkshire.

LAMBRETTA TV175 S3, white & dark metallic blue, 12 months MoT, authentic engine/frame numbers, age related number plate, back spare wheel rack, Sports exhaust, two seats, Datatag security system, imported to UK in 2000, £4200. Tel. 01273 413342. Brighton.

LAMBRETTA TV200 fully sorted mod Lambretta TV200 all correct numbers, well known scooter with thousands spent over the years have owned this TV200 for 15 years, 12 months MoT, just add and all fluids replaced, four continue Whitewalls, Falco foot extensions and loads of extra must be viewed, £7995. Tel. 07410 06816. Birmingham.

LAMBRETTA LI125 (175) Indian 1976, no t&t, but can be arranged, fully stripped and rebuilt engine, some extras included, £2995. Tel. 07956 364701. Bristol.

LAMBRETTA PARTS

LAMBRETTA ENGINE CASE TV 175 Series 2, engine case, £200. Tel. 07947 588079. Yorkshire.

ENGINE CASINGS complete set of brand new unused SIL Lambretta GP200 engine casings, sale includes the engine casing, chain case side and Mag Housing all in perfect condition, the casings have been Vapour blasted by Trev Harrison at Midas Touch and are ready to build, £500. Tel. 07748 830087. West Yorkshire.

INOCENTI FLI175 3 wheeler engine, old motorcycle shop clearout, no ideal of model, casing has stamped FLI175, could be useful for parts, all original, casing unopened, 175 barrel still on it, £250. Tel. 00353 879550865. Ireland.

JET 200 FORKS brand new pair of PM Tuning Scomadi steel Jet 200 forks bought in error, sprayed Lambretta Blanc Nouveau but never fitted to frame, £100. no offers, plus postage Tel. 07771 957012. South Wales.

JET200 ENGINE Servetta engine complete, fully rebuilt with genuine Spanish parts engine number SX200 5593 to include Clubman and carb, excellent condition, £1150. Tel. 07947 588079. Yorkshire.

LAMBRETTA JL4 EXHAUST perfect condition, done about 700 miles, as new, comes with round (TS1) and oval (standard) manifolds, best exhaust in Scootering shootout, £170. Tel. 07922 643022.

LAMBRETTA LI/TV Series 2, parts engine side panel, single seats, inner mudguard spare wheel, carrier, (legshield) TV crank barrel piston head other parts. Tel. 01268 696803; 07950 665190.

LAMBRETTA LI125 pair of single seats, black, needs slight repair to covers, price £70 no offers, collection only. Tel. 07958 940339. Uxbridge, Middx.

PARTS FOR SALE: 32mm Amal, £80; MB timing disc (brand new), £15; Fast flow petrol tap, £10; GP airbox, £15; Amal fuel pump, £20; Chrome two in one Cuppini spare wheel and fold down carrier, £70; set standard brake shoes, £10; Fast flow petrol tap with low fuel light, £25; 30mm Delorto carb, £80; Lambretta rear hub, £45; two standard fly wheels, £40 each. LI/SX gearbox end plate (innocenti), £20; NK exhaust in matt black, £100; DJ exhaust, old chrome, £70; Uikkex exhaust in matt black, £80; chrome PM exhaust T51 manifold, £100, all parts may be plus postage. Tel. 07947 325508. Leeds.

VESPA

DOUGLAS VESPA SPORTIQUE rare genuine British-built, 'Grand Tourer' Special Edition, 1965, C reg, one of only two known complete survivors, sympathetically retored to preserve patina, in storage at present but will run with fresh juice! No MoT but should pass no problem, pictures available on request, £2999. Tel. 07749 776221. Sussex.

VESPA GS150 VS5, 1959, £5250. Email for details mtate@auto-design.freereserve.co.uk.

VESPA GTS 205ie, black, fish, Scorpion pipe, heated grips, classic back rack, sip mirrors, comes with original back rack, standard pipe, mirrors, spare seat and both keys, £1300. Tel. 07711 928979. Preston.

VESPA 150 Pinasco 177, electronic ignition, Sip road exhaust, 30 mm Dellorto with Reedvalve, Cosa clutch, fair used condition, reg 1955, tax & MoT exempt, £1600. Tel. 07732 395798. Salisbury.

VESPA COSA LX125 1990, H reg, MoT July 2016, Cherry red, front bumper, new Italian high windscreens, new carburetor, new stand and brake rubbers, new air filter been serviced spare wheel, tatty bodywork its 25 years old, £995. Tel. 07920 091980. Cornwall.

VESPA DOUGLAS 150 Sprint, silver, flyscreen, rear rack, front crash bars, mudguard, bars, spare new MoT, £1000; repairs CBS Peter Hasler Specialists; mint condition, 1967, £3500; no offers. Tel. Dave 01932 780030 eves/w/ends message. Middx.

VESPA GTS 250IE very tidy, full MoT, V5, alarm, serviced in black with genuine Piaggio flyscreen if wanted and cupping rear carrier, upgraded PM exhaust owned and serviced by a senior rider, a very well looked after machine, requested, swap in the Midlands older Vespa or Lambretta, let me know what you got, £1495. Tel. 07982 996080. Warwick.

VESPA GTS250 Silver GTS 250 unmarked condition, long MoT, 22,000km, Sports and standard exhaust, good tyres, 56 reg, £1500. Tel. 07887 618250.

VESPA GTS300 2009 glass black, on a 59 plate, only the second owner of the scooter, owned it since 2010, 13,300 miles, £2250. Tel. 07809 685826.

VESPA GTS300 Supersport, 62 reg, 4400 miles, mat black with some chrome, new MoT, in vgc, £2200. Tel. 07711 232831. Staffs.

VESPA GTS300 58 reg, extremely well maintained with PM68 pipe, backrest and tinted screen, high mileage at 35k but runs like a dream, white in colour and great condition, really want a Lambretta with 200cc engine if possible, £2000. Tel. 07480 647614. Burnley.

VESPA LX125 2006, black, good runner, new MoT, 24,000 miles, £950. Tel. 01245 251809. Essex.

VESPA PK50 XL2, 2001, Y reg, MoT June 2016, low miles, lots of new parts, clean and tidy, £1050. Tel. 07788 872874.

VESPA PX125 2006, MoT April 2016, only 6000km from new, new front rack, new back rack, new grips, new rear light, new indicator cages, new seat, new crash bars, new headlight peck, new headlight cage, new tyre cover & new tyre, new chrome engine cover, £1700. Tel. 07951 197971. Lincs.

VESPA PX125 black 54 plate, PX 125, with Dr 180 kit & 25mm carb, with sip exhaust, great runner genuine 12,000km from new, MoT till March 2016, comes with Florida bars, 4 in 1 back rack/rest, front crash bars, front rack, three spot lights, 12 mirrors on stems, mudguard chrome, Jaguar on the front mudguard, fly screen & much more spares & extra bits, £2000. Tel. 07910 484978. Andover.

VESPA PX200E 1996 model, standard engine, Simonini pipe, lightweight Cosa clutch, excellent condition, clean reliable rally going machine, taken me all over the UK and never missed a beat, Lammy project forces sale, £2500. Tel. 07565 705711. Staffs.

VESPA PX200E very good condition, 11 months MoT, SIP Road 2 exhaust & rear hub recently fitted, 55 800km on clock, £1650. Tel. 07951 108911. West Yorkshire.

SCOOTER TRADER

VESPA T5 210cc engine, reg 125, orange disc, brake fitted, new cables, new SI tyres, 1993, L reg, Sterling exhaust, can deliver, needs MoT, £1500. Tel. 07746 114017. Lancs.

VESPA PARTS

VESPA PX front brake calliper with pads fitted, good condition, standard calliper came off 13 reg PX, £20. Tel. 07979 632243; 01226 297643. South Yorkshire.

PARTS FOR SALE: 28mm Spaco carb & manifold, £60; set of PX non disc forks, £60; PX carbon fibre covered selector box cover, £10; chrome fork link cover, £8; PX standard black seat, £50; PX/T5 carb tops, £8 each; (brand new) set front carrier fasteners, £10; PX non disc front hubs, £40 each; PX rear hub, £30; (brand new) chrome ended handle bar grips, £12; two PX 200 fourth gears, £15 each, (brand new) T5 selector rod and cruisey form, £20; Ducati Cdi, £20. Tel. 07947 325508. Leeds.

PX FACO FLORIDA BARS in as new condition, £50. Also Sito plus exhaust only used for a few months, good condition, £60. Two newly powder coated wheel rims in silver not been used, £30, cash on collection only. Tel. 07979 632243; 01226 297643. South Yorkshire.

VESPA T5 L reg, classic frame with V5, £375. PX disc, forks complete inc all switches headlight headset, £300. Tel. 07746 114017. Lancs.

VESPA 90SS legshield trim, £20 will not post buyer collects. Original S Sprint rear frame badge, £40 p&p extra. Tel. 07804 014996. Rotherham.

VESPA GS150 engine, rebuilt rebore, new seals, bearings etc, with swinging arm, £900; also 150GS VS2 engine cases, £450 plus other GS parts. Tel. 01268 696803 or 07950 665190. Essex. linda803@aow.com

VESPA GS160/SS180 main shaft, cush gear gears, 160 clutch, 160 crank, other engine and front suspension parts, steering locking, round type, 10-way ignition switch, Tel. 01268 696803 for prices.. Essex. linda803@aol.com

VESPA PX FORKS £80; Mk 1 T5 pattern seat, £40; T5 26mm Spaco carb, £35 plus p&p. Tel. 0131 6530552. Lothian.

VESPA PX OR SPRINT 150 Revolver TSR-Evo stainless exhaust, as new, £100, cost £190; short backrest and pad, £20; genuine SS180/GS160 seat, £60; genuine SS180/GS1600 exhaust, £50. Tel. Dave 01932 786030 eves/w'ends. Middx.

VESPA VBB FORKS AND ENGINE: front fork from Vespa VBB complete from used scooter inc 8" wheel just mudguard missing, £25. Also running engine complete with exhaust and rear wheel 8" 150cc removed from the same scooter, although the engine runs well and starts easy it will need the oil seals replacing as when it was last ridden it was smoking quite a bit I guess burning gear oil, £45. The parts have come from a 1972 Vespa Bajaj VBB and I have removed as converting to 10" wheels, £70 Tel. 01132 164731. Leeds.

VESPA GS150 engine case VS5, £450 complete rebuilt VS5 engine, £900 lots of engine parts and parts to assemble, 150GS bikes. Tel. 07950 665190. Essex.

VESPA PX 200E FRAME 1983, no V5 or Nova, £180. Tel. 07947 588079. Yorkshire.

MISCELLANEOUS

FRED PERRY M12 Polo T shirt, white with light blue & claret piping, size 36", mint conditions, £20 p&p extra. Tel. 07804 014996 after 6pm weekdays, anytime weekends. Rotherham.

ORIGINAL TROJAN rocksteady ska dj available for any event and venue. Tel. 07715 466573.

REGISTRATION NUMBER F* TOY**, valued at £1200, would accept £900 ovno. Tel. 01702 203125. Essex.

REGISTRATION NUMBER WH04EVR, you won't get fooled again with this stand out registration number, £2000. Tel. 07815 786213. Plymouth.

REGISTRATION NUMBER R13 MOD, on a retention cert until January with fees paid, open to offers, can only use on pre 1998, £500. Tel. 07788 933817.

SCOOTER BIKER JACKET Extreme, black with armour in shoulders & elbows in black & red, good condition not used much, £25. cash on collection only Tel. 07979 632243; 01226 297643. South Yorkshire.

VESPA PX/T5 rare Vespa stereo console in very good condition, just needs a rubdown & sprayed to match your scooter, no cracks or damage, £25. ono can post if required Tel. Paul 07954 160140. Perth.

WANTED

LAMBRETTA WANTED must be high spec with a tuned well sorted engine RB TS1 Muggello casa MB BGM GT, etc, preferably Italian but will consider Spanish or Indian if it something special, upto £5000 cash waiting for the right scooter. Tel. Paul 07968 728822. Notts.

CUT OR TRIMMED Lambretta Series 3, side panels needed for project. Tel. 07792 681513 texts. North Yorkshire.

LAMBRETTA TV SERIES 2 chrome mudguard wanted, must be high quality (London type) chrome, no dents, rust or dings please, needs to be vgc but doesn't particularly need to be show or mint. Tel. Paul 07752 222534. Essex.

LML STAR RS/2T, Deep Blue, as new, 63 plate, 2000 km with rear carrier, p/x Lambretta for winter project. Tel. 07913 662203. Suffolk.

SWAP JL 4 EXHAUST done about 700 miles, perfect condition, as new, comes with TS1 and standard manifolds, top exhaust in Scootering shootout, swap for BGM Ancilotti, maybe with small cash adjustment in your favour. Tel. 07922 643022. Lancs.

VESPA SPRINT 150 VLB1T brochure and factory handbook. Tel. Roy 07970 416021. Birmingham.

WANTED DOUGLAS VESPA ROD G, GL2, searching for my private collection Vespa Douglas models: ROD, G, GL2 in any condition, personal pick up & cash, Tel. 0049 170 2829102. Email. sir-gatti@web.de

WANTED VESPA PX/LML frame, rotten or damaged must have V5 or no plate, cash paid. Tel. 07789 8661771. Leeds.

WANTED VESPA PX125 engine will swap for Vespa T5 Mk1 frame forks panels and more. Tel. 01896 752373. Scottish Borders.

WANTED VESPA/LML 125 electric start engine, PX/LML engine prefer good running order but will consider one for rebuild, can collect, cash paid. Tel. Kenny 07789 661771. Leeds.



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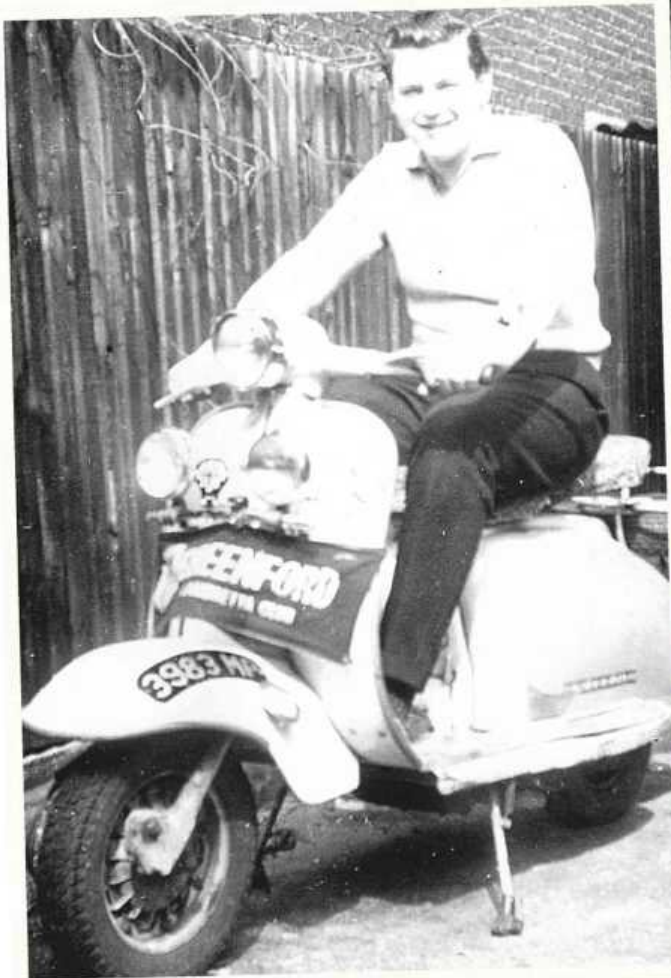
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Above left: Mike on his Series 2 Lambretta LI 150 1964. **Above right:** Mike on his 1965 TV/GT 200 (225), which he has owned and ridden since the very early 80s.

A lifetime on Lambrettas



Since he left school in the early 60s, Michael Clark has been riding Lambrettas. As well as being a road-going scooterist, he's taken part in most disciplines of scooter sport during his 55 year love affair with Innocenti's finest.

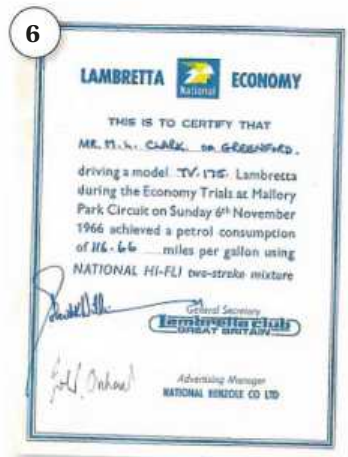
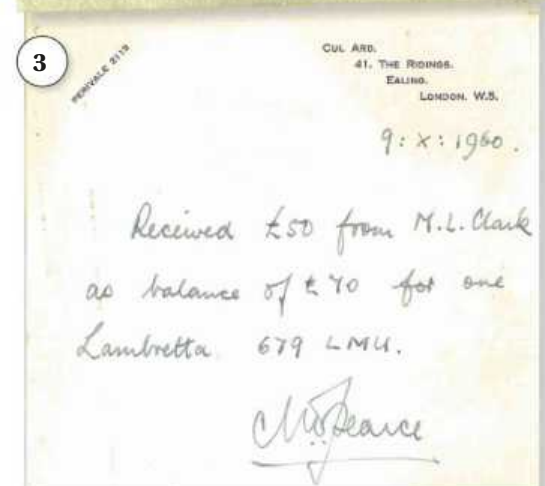
Mike, as he prefers, has amassed an impressive collection of photographs and memorabilia over the years, from getting his first scooter, through joining a club to competing in scooter sport events during the 60s. Since then he has been a member of several scooter clubs during his Lambretta riding lifetime, clocking up thousands of miles on UK and European roads. An ideal person therefore to pay a visit for a chat and trip down memory lane. **Sarge**

When and how did you first become interested in scooters?

It was 1959/1960 in Ealing, London. My brother had a moped, which was passed on to me. In 1960 I paid £70 for my first scooter, an LD150. Sadly I have no photos of it, though I do still have the receipt. My brother by then had got a Series 2 LI150. When I got one myself, the difference it made having a moving headlight, to the fixed position of the LD was amazing. I was going to and from Eastbourne seeing my girlfriend, it really did speed up my journey being able to see what was in front of me on the winding roads.

When did you join a scooter club?

It was through a friend and fellow student I knew at catering school, in early 1962. He suggested I went along to meet Greenford Lambretta Club; I did and I joined. As a social thing we'd go on ride outs into the Chilterns, sometimes more than 70 Lambrettas taking part. Greenford was a really big club, at one point there were 130 members. On the club ride outs, which were well-marshalled, there was one member who occupied the 'tail end Charlie' position right at the back. He was the one carrying spares and tools. In the event of



1: Mike's Greenford Lambretta Club membership card (1964). 2: Cherokees Hemel, Sporting Trial, Mike on his Scrambler, in the mud, 1966. 3: Receipts for Mike's first scooter Lambretta LD (cost £70 total). 4: Mike in the Paddock with his TV175. 5: Mike in the background on his TV 1966. 6: Mike's certificate for Snetterton economy run 1966.

anyone breaking down, he was able to offer instant assistance.

Was there any special identity that Greenford Lambretta Club had?

We were solely a Lambretta club for many years. I remember a huge furore when one of our members bought a new Vespa 90SS. It got a bit heated, there was a vote on whether to kick him out! He narrowly was allowed to stay as a member.

In the early 60s, as did many clubs of the time, we had club legshield banners. Knitted by mums, girlfriends, wives were our distinctive chunky black jumpers, with yellow and red trim and 'v' front and back. During the early 60s we wore motorcycle boots with white socks rolled over the top.

When did you get interested in competition scootering?

In 1963, a friend of mine showed me how to fold a map properly, then talked me into being his navigator on a road trial. Shortly after I entered my first scramble meeting at Elstead, which led to me eventually building a scooter scrambler based around a Lambretta Series 1. I was then made Club Captain (Trails).

Did Greenford Lambretta Club or you individually have any rivals?

As a club our main rivals were Southall Scooter club, from Hayes, West London, though it was a friendly rivalry as we co-promoted off road and semi sporting trials.

There were riders that I, like many others, wanted to aspire to beat. On high-speed regularity trials, which later became proper racing, there were the Ronald brothers and Nev Frost; the scooter equivalent of a works team, backed by Arthur Francis and Malcolm Clarkson. At the off-road events, when Don Noys in South London came up with the Stingray, especially modified for scrambling, any of the Stingray riders were pretty much unmatched. I was quite good at sporting trials, scooter grass track racing, and scrambling, but I never got the better of someone on a Stingray. There was only five or six Stingrays made, I saw a couple of them in use again at the LCGB rally in Lincoln earlier this year.



7: Full throttle at Brands Hatch 1967 (Mike on 'M').

Though for me, as the 'works' teams won most events they entered, as an individual my main rival was John Foster, he was the rider I wanted to beat.

How many different types of event did you compete in during the 60s?

Virtually all types; even mixed motorcycle and scooter events. Navigational road trials, sporting trials, semi sporting trials, which was a mix of on- and off-road, regularity trials which became scooter racing. It was just as well they became (road) racing as there were a few collisions close to the start /finish line, where some competitors slowed down or even stopped as they were ahead of the average speed which was set too low at some early meetings. Inevitably someone who'd had a bad start would try to make up lost time and sometimes crash into a near-stationary scooter ahead.

What was your favourite sort of event to compete in?

Semi sporting trials were my favourite, but I did enjoy all of them. I quite enjoyed being one of a handful of scooter riders at what were motorcycle events. I took part in the Dragon Rally 1966, a big motorcycle event in Wales. I've raced at Mallory Park - I did

an economy trail there. I raced at Lydden Hill, Snetterton and Cadwell, the Brands Hatch circuit and scramble course too. Fellow Greenford LC members would support those of us competing by giving us signals on how ahead or behind we were at high-speed regularity trials. I did hill climbs, sprints, grass tracking, scrambling; you name it, I did it. Isle of Man scooter week was a particular favourite.

What are your memories from the Isle of Man scooter week?

There was camaraderie as well as fierce competition; everyone wanted to do well. I met and got friendly with Tony Tessier, Malcolm Clarkson and Mike Karlake during Isle of Man scooter week. In 1967 I was taking part in a night navigational road trial, my scooter broke down and I couldn't (in the dark), get it going again. So I got in a ditch at the side of the road and went to sleep. Mike Karlake would go round the route ensuring no-one was left stranded. When he found me, asleep, I was christened Rip Van Winkle! Sand racing and the water splash at Druidale hold special memories. I won a few trophies in the years I competed there which was a bonus. Years after I stopped going to Isle of Man, and Isle of Man

stopped running, a photo of me at the Isle of Man turned up as the design on a Liverpool scooter club T-shirt! I also went to Isle of Man in 1969 in my Triumph Spitfire car, as a spectator, but I missed the excitement of taking part that year.

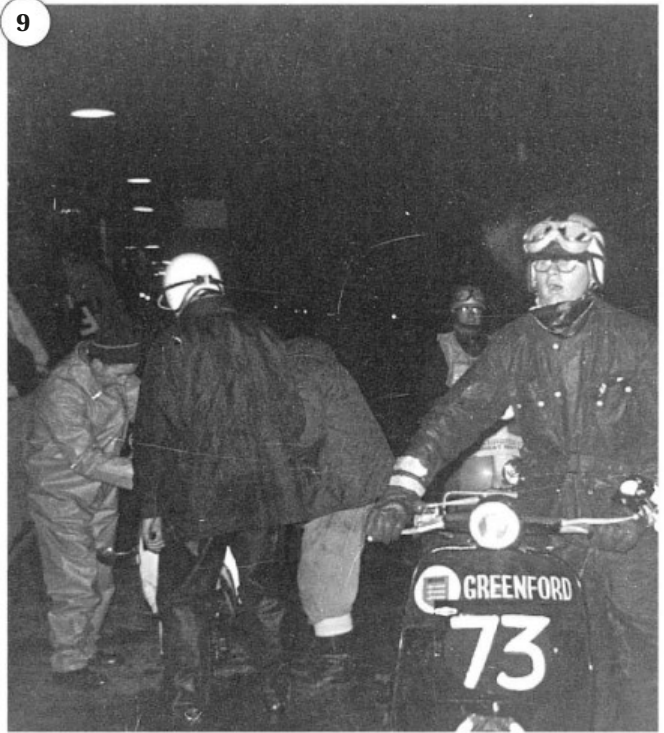
What were your favourite navigational events that you took part in?

I remember the BLOA (British Lambretta Owners Association) run Lambretta Tour of Britain in 1968. It started in Leicester, the first stage took us to Blackpool, all the competitors' bikes were locked in a secure underground car park. The landlady of the hotel we were all booked into wasn't too happy when we arrived. She was expecting lots of us but there were 10 competitors! It went from Blackpool through North Wales and finished in Devon. I've still got my competitors' pennant from that event. They tried to run it again the following year but entries weren't any better so that was the end of that after just two annual events. The Western, 250 which was a VCB event - I entered in 1968 - was a 250 mile navigational trial. I got to a checkpoint before the marshals had got there, as did a few minutes later a Vespa rider. When the

8



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8: Overnight in a tent at Mallory with Greenford LC members, complete with club jumpers (Mike on the left) 1967. **9:** Night high speed regularity trial, in the paddock 1967. **10:** "Go, go, go!" The start of a high-speed regularity trial, Brands Hatch 1967.

10



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11: Mike at Isle of Man navigational trial, ready to start (with clipboard attached to handlebars) 1967. A local radio DJ/announcer (in the brown jacket) announced every rider as they set off. **12:** Mike's LCGB tour of Britain 1968 competitors' pennant. **13:** Mike Sand racing IoM 1967.

13



12



marshals arrived they were asking us what time we got there, if they'd been there on time they wouldn't have had to ask! I finished the event in second place by a few penalty points. When I went to collect my second place trophy at VCB dinner dance, there were a few good-natured hisses and boos as I was a Lambretta rider! One time when my first wife was navigating on a road trial, I asked her what the next

instruction was; the reply was silence. She eventually tapped me on the shoulder, admitting she'd dropped the route instructions a few miles back. I had to turn round and retrieve them. She wasn't the most popular person.

Did you crash at all?

At Mallory Park one time I was dicing with someone coming out of the hairpin, we were very close to each other, almost touching. I'm not sure what exactly happened as it was all a blur. I came off and snapped my handlebars, I still finished the

race, by coasting down to the finish line holding my handlebars in position where they should have been! There were three sessions then, luckily it was the last as if you didn't finish one of them you got marked down as a non finisher. I don't think I ever had a failed to finish against me in a regularity trial or racing.

In 1969, not long before I stopped competing, I drove up to Snetterton with my Lambretta in the back of the van and a roof rack on top with all my camping gear. I forgot it was there, which wasn't something to forget. Heading towards the paddock I

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14: Mike's certificate for IoM night trial 1967.

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15: Two pictures of Mike at Druidale water splash IoM 1968. 16: Grasstrack racing LCGB rally Southend 1969.

16



had to go under a low bridge – the sound of the roof rack being removed with all my stuff reminded me that I had a roof rack. Except I didn't any more!

Did you make any epic road trips in the 60s?

In 1964 I planned to ride to John O'Groats from London, down to Land's End, then back to London. Things didn't go quite as hoped or as planned. It was pre-motorway network of today, I went most of the way to Scotland on the A1. Stopping at a cafe after not taking a break properly for 150 miles, I was sat at a table blankly gazing into space, tired from the ride. A Scottish accent belonging to a huge bloke at the next table aggressively enquired, "What you looking at?" I mumbled, "Nothing," and turned sideways on to avoid a confrontation. The ride to John O'Groats was breath-taking, fantastic scenery, and ideal weather. I put my tent up and went to sleep. I was woken early the next morning as the wind had turned gusty, almost gale force. It whipped up so strongly, my tent was torn to shreds before I could rescue it! Heading south, it felt like I was riding at a 45 degree angle.

On top of that, on the journey down to Glasgow I had eight punctures, some of which were caused by the inside of the rear and spare tyre 'breaking up' and tearing the inner tube. I got to Glasgow, bought new tyres and inner tubes and without a tent I went to book in a hotel. I was advised that a hotel a bit further down the road would be more suitable. It was basic, the room had a bed, a metal cabinet and bars on the window. When I opened the window the room was filled with grit and dirt!

I decided against Land's End and headed for London instead. I stopped on the A1 and phoned home, I was so tired I had no idea where I was. My dad told me I was only a few miles away. I got home absolutely exhausted.

I understand you had a scooter stolen too?

Almost – my TV175. It had a noisy centrestand, luckily as it turned out. I was working in the scrap business and one day when I was in the office I heard a familiar loud clang. I went out front to where the scooter was parked and it was down the road with two youngsters pushing it.

I briskly walked after them, they saw me; one ran off the other I caught. I made him push my scooter back, then took him into the office. "Don't call the police mister," he begged, being in the scrap business I didn't want the police sniffing around. I took his name and address and told him if any other scooters or bikes got stolen in the area I would pass his details on, and let him go with a flea in his ear.

Did you have any specialised parts on your competition scooters?

My scrambler, which I created in 1963 was purpose built. I removed as much bodywork as I could. Handlebars were modified motorcycle ones with an LD gear-change, which meant getting into fourth gear was a struggle, although as it was only for off-road it wasn't a problem. I ran the cylinder without any cowlings, so I had to clear the mud out after each race to stop it overheating. I changed the gearing to a 125 gearbox for better acceleration and climbing. Being worried about the flywheel fins hitting something or me, if I dropped the bike, I removed them with a chisel. I also tried several different exhaust set-ups.

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17: Mike (22) Snetterton 'Le Mans of Scootering' Regularity and Reliability trial 1969. 18: Colour picture of Mike's Lambretta Scrambler LCGB rally and grasstrack 1969. 19: Mike in his Triumph Spitfire (behind the scooters) Isle of Man Scooter Week 1969.

One was using a motorcycle exhaust with a flexi-pipe, it looked good, but wasn't that good. I settled for a standard box with the back end cut off. I had a small tractor tyre on the back, which needed the engine bump stop being cut off. I also removed half the tread. The grip was amazing, the front tyre was a Continental knobblly. Removing the bodywork meant I had no air filter, so I fitted a D air filter straight onto the carburettor, when it was dry and dusty I covered the filter with a piece of stocking. It wasn't the slowest bike and it was fun, but when a Noys Stingray overtook, you felt like you were standing still!

What about competing on your road scooter?

Most other events I entered on my road

scooter, which was set up by an Italian, whose name I forget, from near Earls Court. He did say to 'bring it back and I'll tune it up a bit more' but I never did. I had a 12v conversion done in south London, which allowed me to use legshield mounted spotlights. When the regulations were being talked about to allow Amal carbs in standard class I voted against that, I believed the standard class should be just that, standard. I argued that allowing non standard parts in a standard class would open the door to scooter sport becoming more expensive. I was out-voted, but over time I was proved right about the cost of competing. I used, at different times, Castrol R and Bardhal two-stroke oil. For navigational trials I had a homemade clipboard fitted to my handlebars, along

with sealed watch. That was the sum of my specialised parts. Apart from, I'd remove my rear/brake light bulb for racing, so other riders didn't know when I was braking.

When did you stop actively competing?

In 1970, I took advantage of the "Poms for £10" offer and emigrated to Australia. The last event I competed in, during that era was on my scrambler at an LCGB event that had grasstrack racing in Southend. While I was in Oz my scrambler and D models were in my dad's garage over here. I got in touch with Mike Karslake at Lambretta Concessionaires with an idea to open up a scooter shop in Oz, but nothing really came from that. We moved back to the UK after about a year.

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Members of Thame's Red Kite Scooter Club donate a range of gifts and clothing to the Special Care Baby Unit of Stoke Mandeville Hospital. Pictured, centre, are Maddy Gee (in high viz jacket), Samantha Gee, and Dawn Baldwin from the hospital
PHOTO: RICHARD DUGGAN 190409001

THE Red Kites Scooter club has raised over £200 for the Stoke Mandeville Support Group, which cares for premature babies, as well as lots of baby clothes, used in the unit to dress premature babies.

Secretary of the club, Samantha Gee, whose own child was born three months early decided to raise the cash and clothes by holding a scooter ride, which brought together riders of all ages and from over a number of counties.

"We had a number of parents donating clothes to Stoke Mandeville's lending bank for babies ranging from 3lb to about 7lb.

"The support we received was absolutely magnificent."

20: Sand racing, Mike leading the field, IoM 1968. 21: Looks like a decent T-shirt design – it was! 22: Climbing a hill, off-road IoM 1968. 23: Grass track racing IoM 1968, Mike on Left (154). 24: Red Kites SC first charity ride out, Mike on the left in high vis ride out marshal bib. 25: Local newspaper report on a Red Kites SC charity ride out.

You have a huge amount of archive photos, memorabilia, awards among other items, what else have you got?
I had a cine camera in the 60s too, so I've got films of many different scooter events. A lot of is of Greenford LC members, but there is a bit of footage from a sprint meeting at an airfield, Martlesham I think, where there's film of Christine Jackson (Epping Forest Rakes SC). Until she saw the film she didn't realise she was partially blocking her carburettor with her foot.

After she saw it, she adjusted her sprint riding position, the rest is history. She was a successful and well-known competitor on Lambrettas.

Have you been tempted to take part at any events since then?

Chuck Swonell talked me into taking part in a few events at the LCGB Isle of Man Reunion Rally in 2004. I have also had the odd go at the occasional gymkhana event since then. Usually it's been on a slow ride as

a slow ride is about all I'm comfortable with these days! Joking apart, I was quite pleased with clocking up 57mph earlier this year at the LCGB Lincoln rally's eighth of a mile sprint. Yes, I do get tempted sometimes.

How many scooters have you owned and ridden?

They've all been Lambrettas. I've had the LD, Series 2, the Scrambler, Series 3, TV175, two model Ds and since the early 80s my current scooter, a 1965 GT200, that is now

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26: Chair back cover adorned with event patches Mike has ridden to and from ("I've covered one side, I'm now working on filling the other side"). **27:** Small display of some of Mike's trophies and awards from the 60s to now (including two IoM Scooter Week event awards from consecutive years, racing, trials and grass track awards from '63-'70, plus Western 250 road trial of 1968). **28:** Scooter diary, which Mike kept during the 60s.

225cc which was originally sold from Speedway of Acton in West London. Before you ask, they've all been my favourite at the time I owned and rode them. For me it's always been Lambretta; my brother's hand-me-down moped and a brief ownership of a Francis Barnett bike excepted.

You've had your GT a long time, has it been reliable?

Yes, in the main. It's been a 225 for a little while. I've had a couple of new top ends, out of choice. I had it resprayed a few years ago. Given the amount of miles it's done I've had few problems. The gearbox endplate worked loose which made handling strange. I took it to Bedlam on my (show winning) trailer, it was sorted out the same day. I've had a problem with a rear hub once, and lost two bolts out of a rear wheel rim at a Euro rally. Scooter Centre Koln in Germany kindly let me use their workshop to sort that out. Flywheel side bearing went, it's been replaced with an AF crank and electronic ignition. Excepting minor things like cables, punctures and spark plugs that's all, in over 30 years.

You have a show winning trailer?

Can you elaborate?

It has Lambretta forks and wheels, as well as mudguards. It's a bit unusual. I was invited to put it on display at Peanut Duck custom show 2012 and I won the trophy for best engineering!

What about self-inflicted misdemeanours?

During a Red Kites club ride out earlier this year, after all that heavy rain, we came up to part of the road that was flooded. Consensus was, Mike will cross it. I could see the white lines so I set off crossing it. It reached a point where the water was up to my front mudguard, stopping or going back wasn't an option. I carried on, and out the other side. Further on I realised I was the only one to have crossed the flood! I encountered another section of flooded road, this time there was a raised wooden walkway which I went onto on the Lambretta. Halfway across it spluttered a few times then cut out. Once off the walkway I tried push starting, it was nearly firing up, but wouldn't quite. Long story short, I parked the scooter up out of sight, got a bus home and went back with my

trailer. I left it in my garage for a day or so, then gave it a try and it started. I've since found out that it takes a while for electronic ignition coils to absorb water, and a bit longer for them to dry out.

After you returned from Australia how did you get back into the scooter club scene?

I moved down to the south coast; I was driving buses for a living. I'd take my TV out for a spin every so often. Eventually I traded up my TV175 for the GT (TV) 200 I ride now. There was a vintage vehicle event at Goodwood, I think, anyway I rode down to it, there were a lot of scooters parked up. So I went over and asked if they'd mind an old man hanging around with them. They were Area 51 SC, who were quite a big club at the time. It was with them I went to my first National rally, Mersea Island. I swore at the time I'd never go to another one, I like music don't get me wrong, but thump-bloody-thump at half past three in the morning when I'm trying to go to sleep isn't what I like! During the evening there was an hour and a half queue to the toilets. Swearing I'd never go to a National rally again was totally unfounded. At one of the Cambers I went to, I was walking along with



29: 1965 GT200 (225), Mike's trusty steed for many years... **30:** ...complete with original dealer's brass badge from where the Lambretta was sold as new, 'Speedway of Acton', mounted on the right hand side panel bizarrely. **31:** Mike working on his show-winning trailer! **32:** Best Engineering award Peanut Duck Show 2012 awarded to Mike's Lambretta forked, scooter trailer! **33 & 34:** Return to the IoM 2004, Mike on his current GT200 on the see-saw in the skill-ride and nearest the camera, with Area 51 legshield banner.

a few people, this scooter next to us started up, with no one near it, it left us scratching our heads. There was a remote electric starter fitted, being triggered off the chalet balcony, that caught a few people out like us over the weekend.

What came next in your lifetime riding Lambrettas?

I relocated to Oxfordshire, the local scooter club was Oxford Roadrunners. They were meeting at The Ampleforth Arms, my side of Oxford, on a Wednesday night. I joined the club, though to be fair I think they were going through a transition period. There were quite a few times when I rode over with Dutch, from Wheatley, who lives in the Thame area, we were often the only two there! I decided to start a new scooter club, becoming the founder member of Red Kites Scooter Club, Thame, in 2007. After getting the club up and running I stepped down from an active role and am more than happy to be an ordinary member of Red Kites. It gives me more time to go to LCGB members events both here and in Europe.

So you're still riding Lambrettas all over the place then?

Yes, in fact when I was on my way back from Euro Lambretta in Austria, I had to sacrifice my lights so there was enough power for the sat nav. My gear on the front rack was wrapped in high vis orange, so I got away with that. I'd got back to England, encountered heavy traffic, being on two wheels I wove my way past long queues of cars. Most moved over to make way for me to pass, probably thinking seeing high vis in their mirror that I was some sort of emergency vehicle!

Tell us about your LCGB involvement.

I've been a member of Lambretta Club Great Britain and its predecessor, BLOA for years. In the late 80s, 90s and more recent times I rode to a number of LCGB members rallies, I've let LCGB borrow my films to turn them into a DVD. It cleaned up some of the film, but for some reason they put a Northern Soul soundtrack on it, which wasn't quite right. I've since had it redone with a more appropriate 60s music

soundtrack. Over the years I've provided photos for a couple of short pieces for *Jet Set* magazine. Since the millennium I've ridden to three Euro Lambretta rallies, Belgium, Switzerland and this year's one in Austria.

Having experienced five decades of riding Lambretta scooters, which is your favourite era?

For me they've all had something about them to capture my interest, although the least enjoyable for me was the 70s. The 60s would be my favourite as I was a lot younger, fitter and stronger then. Both the 80s and 90s were a reawakening and reinvigorating for me personally. I think currently the scooter scene is very healthy. The local scene is going from strength to strength with Inter County ride outs and all sorts going on. Only yesterday (Sept 20) a number of localish scooter clubs turned up for the annual Kopp Hill Climb, for vintage vehicles. I really enjoy the ride to and from an event, often more than the event itself, there's nothing like riding a Lambretta.

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LITTLE BOOK OF SCOOTERS
The scooter can trace its origins right back to the late-19th Century when vehicle invention and experimentation was still in its infancy. But early step through motorised two-wheelers were already finding favour with buyers over the relatively heavier and more cumbersome motorcycle. Throughout the 1920s, many firms were founded to build these lightweight machines but it was not until the 1950s that the scooter, as we know it today, had become an established cheap-to-buy, cheap-to-run mode of transport. In the following decade, the scooter was an intrinsic part of a youth movement that encompassed a quite separate genre of music, unique fashion, and a social lifestyle adopted by a large sector of Britain's young adults. Whilst Lambretta and Vespa are now household names, long forgotten makes such as Alvin, James, Kenilworth and Salisbury have all helped to chart the development of this often disparaged slice of motoring history and an iconic era in British popular culture.
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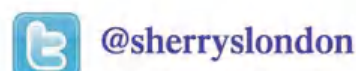
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Show us your Scoots



John Newins and Keith Plumb pictured in Tottenham 1965.



TV's Wheeler Dealers star Mike Brewer riding Mike 'Sparrow' Smith's and girlfriend Sue Rogers' Series 1 Lambretta. Despite an offer, the scooter was not for sale!



Ron Reid's 1960 Li125 taken at Aberdeen beach.



David Walker recently retired and returned to his first love – riding Lambrettas! The scooters here are his 1966 SX200 and 1969 Luna 50CL, both photos taken close to his home in Fribourg Switzerland. The SX was completely restored in Italy in 2007 while the Luna is an unrestored Swiss market model that had lain forgotten in a Swiss cellar from 1978 until early last year.



'H' from Doncaster's T5 Classic, in front of the soon to be demolished Harworth pit tower.



Zackary Smith from Hull, East Yorkshire on his dad's 1963 Lambretta Li series 3.



Ulster Lambretta Club members supporting the LCS Celtic dash. "A great rally and excellent time!"



Simon Gosling of Basingstoke, Hants, owns this collection of scooters that includes a limited edition Vespa T5 and a 150, and a Lambretta Vega 75 and J50, among the others here.



Pete Morrison's self-restored 1960 Series 2.



Andy Mc's 1966 Li on the road again.



This 1987 T5 Mk1 belongs to Tim Askey and was photographed March of the Mods in Stoke earlier this year.



"A great time was had in Italy May 2015," says Ian Hall from East Cowes, IoW.



Captioned "A Design Classic (and the Hoover Building)" Larry O'Mahony of the Immediate SC, London, sent us this photo, taken just after his TS1 ran out of petrol in the middle lane of the A40!



"These are a few of my favourite things!" From Jeremy from Rayleigh.

Show us your Scoots



Teresa Stratford captured a couple from Nottingham Knights SC here, trying to capture their scooters' good side at the summit of the Great Orme en route to Llandudno scooter rally. Teresa also sent us a photo of her own LML 125 auto she snapped at the same time.



Scooting away the winter blues at the beginning of this year, Serena Chamberlain's Vespa 100 with hubby Gavin's Rally 200 during a quick blast out to Brill Windmill, Bucks.



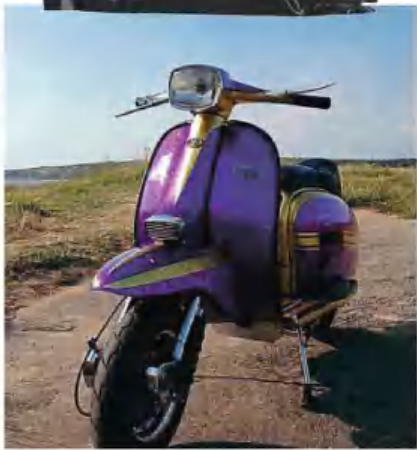
Tony Skinner's Vespa LX taken while he stopped for coffee by the Trent.



Colin Winders from Cheshire says, "This is my first bike ever, a 125cc 1979 Vespa PX, restored by myself."



This 1967 Italian Lambretta SX200 Special has been owned by Dave 'Boss' Griffin since 1985.



This is Gareth of South Birmingham Scooter Club's 225 AF extra S-Type replica built by Gary at Gran Sport Birmingham, photographed at Weston last summer.



M Lindley sent us these photos of their self restored 1964 TV at Christies Beach, Adelaide, South Aussie.



Not quite finished yet, Sarah and daughter Lucy on a 209 powered Series 3 Li 125, sent in by Paul.



Martin Rive from the Isle of Sheppey, Kent, included some modifications when restoring his Series 1 Framebreather.

Serendipity

Lambretta Li600 Wing

Still looking for the perfect formula to create a stylish scooter that runs like a steam train on rocket fuel? How about mixing classic Italian design with modern technology from the Far East?







The idea of utilising motorcycle engines in Lambrettas is not new. I remember seeing a picture of what looked like a Model D with a Triumph twin in the step through, probably taken in the Sixties. The mid-Eighties saw the first real mongrel with a chassis that consisted of a Lambretta Series 3 font spine with a motorbike cradle mated to it embracing a Kawasaki KX 250 moto cross engine where the original lump would sit. It was called the 'Lamasaki' and built by Nigel Cox and Ralph Remnant. My mate Chuck bought it and as it wasn't made for everyday riding really he primarily used it for Sunday afternoon fun, showing up bikers. However, the concept of joining a Lambretta tube to a cradle accommodating a donor engine and suspending the rear wheel via a sprung swingarm can probably be seen as a template for almost all bike-engined Lambrettas crafted since.

Famous examples are the Rossas from the late Eighties, created by Frank Sanderson and the late Alan Rosser, using 350 YPVS motors. Today it is not unusual to see at least one similar concoction on a rally and no matter if these were made by a professional or a man in a shed, most have one thing in common; they use lightweight two-stroke engines.





Right: Even the original Honda ignition switch has been retained, making the wiring of such a hybrid far easier.



SCOOTER DETAILS

Name of scooter: Serendipity – it means pleasant surprise or fortunate happening. It's my wife's favourite word and she has it engraved on her wedding ring. When I had the idea of building a scooter with a 600 engine I was fortunate to find out about Gary Hancox of G-W-H Scooters – but only because I was broken down on the way to Isle of Wight 2014 and had good network coverage.

Model: Li 600 – Lambretta Li with Honda 600 Silverwing engine.

Inspiration: I challenge everyone reading this to write down the spec of your ideal scooter. Me, I wanted a bigger, faster, more reliable engine, with brakes, suspension, electrics, reliability and speed rated tyres – and it had to be an auto because I have a damaged wrist from an earlier scooter accident. Before you know it I was looking at a Honda 600 Silverwing, but the fundamental condition for me was that it had to look like a Lambretta. Oh, and I like flying past Vespa GTS's at over 100mph...

Time to build: 10 Weeks by Gary Hancox, G-W-H Scooters (07985 116056)

Chassis modifications: Front part of the frame is standard Lambretta, lower rear part of the frame Honda Silverwing using original engine mounts. Upper rear frame fabricated out of mild steel box section to carry fuel tank mounting brackets and rear piggyback gas shocks. Honda Silverwing swingarm. Forks and yoke Gilera Runner by PM Tuning using Lambretta top head race bearings and lower outer cup with Gilera Runner inner race for fork yoke and Lambretta lower head race bearing. Machined fork stem to fit Lambretta headset. Cut down side panels have been welded to the bodywork and then the seams filled and molded to make whole unit look as one piece.

Engine: 600cc Honda Silverwing Auto, liquid-cooled 4-stroke 4-valve dohc parallel-twin, 582cc, 37kW (49hp) @ 7000min-1, 54Nm @ 5500min-1, modified Silverwing exhaust with aftermarket slip on exhaust can, Kawasaki ZZR 600 radiator. Book speed is 105mph for a Silverwing with a 540lb (245Kg) kerbside weight.

Other unique details: Gary kept the Honda connections on the scooter so original display unit can be connected for fault diagnosis. Also no-one can accuse me of 'cheque book scootering' either – Paypal, yes, but cheque book no way!

Top & cruising speed: 115mph and 85mph

Powder coating: On frame by Gary

Paintwork: By Gary

Overall cost: £10k

Hardest part of the project: Hand fabricating the molding around the rear lights out of mild steel.

Anything still to add: 'Serendipity' sign written on bridge plate and maybe a steering damper.

Favourite dealer: Gino at PM Tuning – I have always believed that people buy from people. Gino has gone out of his way on numerous occasions for me with each of the 3 autos I have had and it's much appreciated.

Thanks: Gary Hancox – a brilliant engineer and a great guy. Dave Lloyd & Darren Davey, Dan Payne for painting the Simpson helmet. Bristol Lambretta Club – for waiting for me when I broke down on previous scooters ... and I will do the same, waiting for you all to catch up... it's the least I can do. And most of all to my wife Louise and our three boys – despite being a scooter boy from the late 80s I fell in love and married a police officer... its Serendipity baby...

HONBRETТА

Craig Deeney from Bristol was a typical eighties scooter boy. Subsequently, the urge to go fast on an inferior mode of transport is in his DNA. Holed pistons and seized 225 barrels tell a long, long story of abuse and finally led to an epiphany; don't waste your time and money on improving circulation, get a heart transplant. But instead of going for a small, lively donor Craig decided on something grunty, heavy and big that would pump its fluids at half the rate; a Honda Silverwing 600 maxi-scooter engine.

Finding a suitable specimen was easy compared to the search for an experienced surgeon. However, coincidence had it that Craig finally got in touch with Gary Hancox, a skilled bike and scooter builder in the second generation who already had two of his creations featured in this mag (a Honda powered NSU Prima 5 star powered by a Honda CM 250 with 300 big bore kit in July 2012's Scootering, and the bike-engined scooter shootout in August 2014's Scootering). With the Honda in his workshop and a wild card from Craig, Gary set about to deliver.

LAMBONDA

When talking to the man about how the operation was conducted he wallowed in his element: "The front part of the frame is a standard Lambretta item with Gilera Runner front forks and yoke from PM Tuning. For the rear I've kept the lower part of the Honda frame so that I could use the original engine mounts. I fabricated the upper part of the rear frame out of mild steel box section to carry the fuel tank, mounting brackets and rear piggy-back gas shocks.

"It's all laser lined up to get wheels, engine and frame in perfect alignment. If you are going to try this method yourself then one thing I would recommend is to check the alignment and check again to be sure. I mounted a modified Kawasaki ZZR 600 radiator under the floorboards, enclosed it in a box with an open front. The air is now forced through the radiator providing a good cooling system."

YAMBRETТА

Asking what the most difficult bit about the project was, Gary replied: "The hardest part was hand fabricating the molding around the rear lights out of



Top: Original Honda switchgear and mastercylinder.

Above: Clocks for temperature and fuel level, both very useful indeed.

mild steel. Caused a bit of a headache but turned out to be a nice looking job. And the fuel tank which is hand made out of mild steel sheet.

Underneath it had to be shaped like a rear mudguard and it also houses the original fuel pump that's needed for the injection system".

What I found most amazing is that he turned the whole job around in only ten weeks from scratch! Such a time window would prove impossible if you had to wait for suppliers so everything had to be done in-house and, as you can imagine, there was plenty of one-off fabricating involved. In other words this project was completed by a single pair of hands, even down to the paint job!

KAWALAMI

Now it's show time. Would the Li 600 live up to its appearance? Having ridden various Lambretta mongrels I know it would be different to a standard machine anyway. But this one? The long wheelbase, which was adapted from the Silverwing, the weight distribution, the steep rake and the short trail make me dubious. Cautiously, I open the throttle.





Forks and yoke Gilera Runner by PM Tuning.



OWNER DETAILS

Owner: Craig Deeney

Job: Regional general manager

Scooter club: Bristol Lambretta Club.

First interest in scooters: At school, a group of us – me, Yorkie, Adam and Chris all liked them. Chris's brother Andy (Dougie RIP) had a PX125 and I remember walking to school one lunchtime and saw him ride past wearing his black Sta-Press and white Fred Perry thinking it was the coolest thing I had ever seen.

First scooter: Vespa PK50 before convincing my parents that it was 'too slow' and I should 'get something bigger' and that 'everyone gets 200s and registers them as 125's'!

Favourite model: I have had a lot of different scooters over the years; but for me my favourite is the Lambretta GP... which has always been the easiest one to push.

Favourite style of custom scooter: Street Racers – I appreciate all the hard work of full blown customs and I like looking at them in custom shows. But for me the custom show is on the camp site or around the town on a rally weekend. The ones that I appreciate the most are in a corner of a camp site, or down a side road at a rally... and they aren't the ones with trophies on them.

First rally: Isle of Wight 88. I remember following *Scooter's* own Gary Thomas with Wayne on the back for miles and miles watching them pointing at things every five minutes, which I didn't find out until we stopped was because they were playing eye spy!

Favourite and worst rally: Favourite: Convicts rallies of 89/90 – Northern Ireland in February, in the 80s wearing combats, DMs and riding an army green cutdown... it's a thin line between being naive and stupid. Worst: Skegness 90 at the stock car track... if you were there you will know why.

How could the scooter scene get better: Include all the rally-going caravans, campers and Winnebagos in the custom show. They can have their own category and maybe one day they can have their own rally and maybe call it... a Caravan Club or VW Fest.

Farthest ridden on a scooter: Bristol to Fort William, Scotland.

What do you like about rallies/events today: Just razzing around the town on my scooter, seeing what everyone has done to theirs to make it personal to them.

What do you dislike about rallies/events today: Now That's What I Call Ska being played relentlessly.

If you were a rally-organiser, what one thing would change: Sell and hire out what you know people will want when they arrive. If I could hire a tent already put up for when I get there then put me down for it – if it means I can carry less and ride faster. With BBQ and gazebo hire or sell beer/wine etc. then there would be less vans on a rally – a lot of people want to spend time socialising with friends that they see less of so cater for it and facilitate it... and capitalise on it before someone else does it anyway.

Favourite custom scooter of all time: Headhunter – the first version – and everything by Jeremy Howlett, he led the way and set the benchmark. Who first inspired you in the scooter scene: Andy Palmer, Justin Hopper, Gary Thomas, Rich Yorke – we had some great times and rode many miles together. Recommend one one item of riding kit: Simpsons and Sambas! Simpson helmets – if it's good enough for a 300mph jet car driver then it's good enough for me. Sambas – a Manc lad told me in the 80s that my Sambas were 'safe' and I've worn them ever since!

Most useless part ever bought: L-Plates... never went with any colour scheme, so rode without them.

What part would you most like to see developed for scooters: Big, big engines – like most, I have spent thousands tuning 125s and 200cc scooters which ultimately are limited by their capacity. My thoughts are – go big or go home. When most are thinking about 300/305cc, I was looking at 600cc. While you are looking at this 600cc I am planning the next project which will be with an 800cc lump. In the words of Warren Buffet, one of the richest men in the world and mentor to a certain Bill Gates, "Be brave when others are being cautious!"

The bike keeps pulling and pulling effortlessly. Niiice! The performance is nothing like a geared two-stroke with a peaky but relatively short power band. Honda's four-stroke twin delivers close to 50hp, tons of torque and thanks to the automatic transmission the peak power is always on tap, regardless of speed or rev range.

Then, I approach a sharp bend, almost a hairpin. I realise this is not for novices. It doesn't bank easily and needs to be forced into an angle. Given its length I am not surprised. I'll try again. Speed up the straight, wind throttle down, brake hard before bend, release, tilt it, hold slight pressure on back brake, keep loose grip on the bars, bike stays stable, open throttle again – works!

LAMZUKI

The more I ride through Bristol the more confident I get. I think given the nature of the chassis geometry and weight distribution it handles far better than I assumed at first. Of course, the front feels light but you get used to it. And the addition of a steering damper to eliminate the slight twitchiness at low speed is already in the pipeline. A couple of days of practice and I would have got my head around its cornering characteristics completely. But then town centres and twisty terrain is not what this scooter is built for. Its natural habitat is the open road; motorways and A-roads. Once you wind the twist grip back it keeps going like a steam train, flying past everything that litters the highways, feeling stable like it moves on tracks. You want a true high-speed tourer? This is it!



Above: This is the common angle most people will see of Craig's scooter.



LAMAHA

Following Craig on the way to the photo shoot I witness what the bike's potential is after a few weeks of riding. It's very quick off the ground and also fast through bends at surprising lean angles – the wear on the rear tyre is the proof of it. "So are you happy with it?" I ask him. "Totally!" he replies. The scooter's great and Gary is a genius. He is prepared to build more of these so maybe this is only the first of a series of Silverwing Lammies. As for me I am moving on to the next project; a Gilera GP 800 engined Lambretta that Gary will build for me.

Well, I guess if it's in your DNA there's no point fighting it...

Coincidentally, for those who'd like to meet Craig and the Li 600 in the flesh, why not visit the Lambretta Club Bristol meet? It's on midday-ish of every first Sunday of the month at the Nova Scotia pub at the Bristol harbour – and be assured, this won't be the only interesting scooter you'll see there.

Words & photography: Marcus Broix

FUNNIEST EXPERIENCE WITH A SCOOTER

My 18th was on the Wednesday, I picked up my cutdown army green Vespa Rally 225 from its rebuild once I had sobered up the next day and then seven of us stayed over at Wayne's getting no sleep at all before we set off for Larne in Northern Ireland. It was February, it was cold and we were two up

without a licence heading to Stranraer on the motorway on a scooter that needed running in for 500 miles.

The Rally 225 made it without a problem but Gary's P2 unfortunately didn't and we were stranded on the road from Dumfries to Stranraer waiting for recovery. It was

freezing cold but Gary was resourceful (he was in the TA, don't you know!) and managed to break into a lay-by rubbish bin, remove the cage inside so we could get some shelter and stay warm. I have never been colder in my life than that night 27 years ago! Craig Deeney

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The 4th Little Bol d'Or

10 Hours Scootentole de Magny-Cours, France, September 26-27

Germany, England (Two Shed Racing, N°27 with a Polini kitted Vespa PK), Austria, Spain, France, Italy and Switzerland were all represented this year riding a total of 39 Vespas, three LMLs, three Lambrettas and one Zundapp scooter, and also included one all-female team (Seventies Scooter Girls, N°70).

The event was born in 2012 in the wake of Scootentole Challenge's 'sprint' played on kart tracks, which are an organised version of run-what-you-brung meetings like the Celtic Racing Days as seen in 2006 and 2007. The organisers are members of the Association Scootentole, from the eponymous web forum.

In France this long distance racing on a fast track appeals very much because it is a consistent discipline. This means too that the mechanical parts – especially cylinder kits – are likely to be the same as those used on roads. This test shows what is the best stuff on the market, sometimes to the detriment of 'marketing campaigns' that may prove a little bit misleading. Here, the land is law and the results/final ranking of such a race is conclusive.

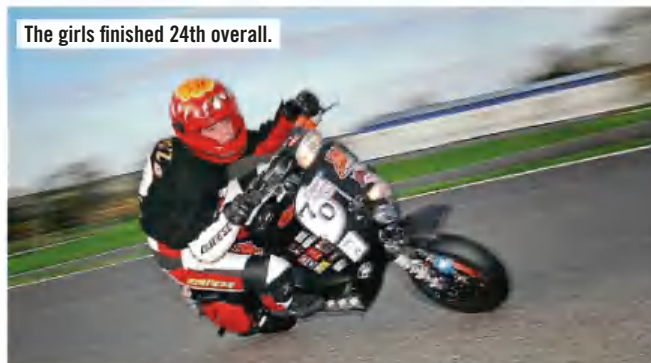




The 100% female team (N°70)
Seventies Scooter Girls.



The girls finished 24th overall.



Moreover, these 10 hour long circuit races put Vespa smallframes on a more level field with large-frames, which is not the case on tiny go kart tracks where the smallie – lighter, agile with great clearance – makes the rules. In Magny-Cours smallframes like the Vespa PK and Primavera remain faster though the corners, and sometimes in straight lines, but their engines are often less reliable and they consume much more fuel than the PX, T5, Cosa and large-frame Lambrettas for example (which have the added advantage of displacement).

This year, the French team SPRT1 (Scoot en Panne Racing Team!) which nevertheless use a lightweight Vespa V5A with Quattrini M1a liquid-cooled engine won, very narrowly ahead of the large-frame VNB hired by Pinasco Italy (Pinasco 220cc engine, a street configuration). There is only one ranking, the scratch, but categories will probably emerge in the future.



The pre-race briefing.

Battle of the Lammies; N°210 TV Scooter Garage / TS1 225 vs N°111 Bozamix Racing 186 Super Imola.



The performances of the top teams are impressive – 100 kph average on a lap for the best scooters – but this resistance test allows (nearly) everyone to succeed. Most participants are there for the adventure with friends. The pleasure of being together on this 'little Bol D'Or' between classic scooter lovers and/or race enthusiasts with sometimes on Sunday evening an unexpected result sanctioned by the reliability of riders and machines.

Next year the organisers expect one or more teams from Belgium, Portugal and even Greece. BSSO scooters and drivers would be warmly welcomed too, if they fancy another challenge? Access to this race weekend is completely open, you just need a copy of your driving licence, a medical certificate, and 120 euros per driver (insurance and participation fee) and Magny-Cours is 200km to the south of Paris in Burgundy, which is good wine!

Words: Jean-Luc Nobleaux

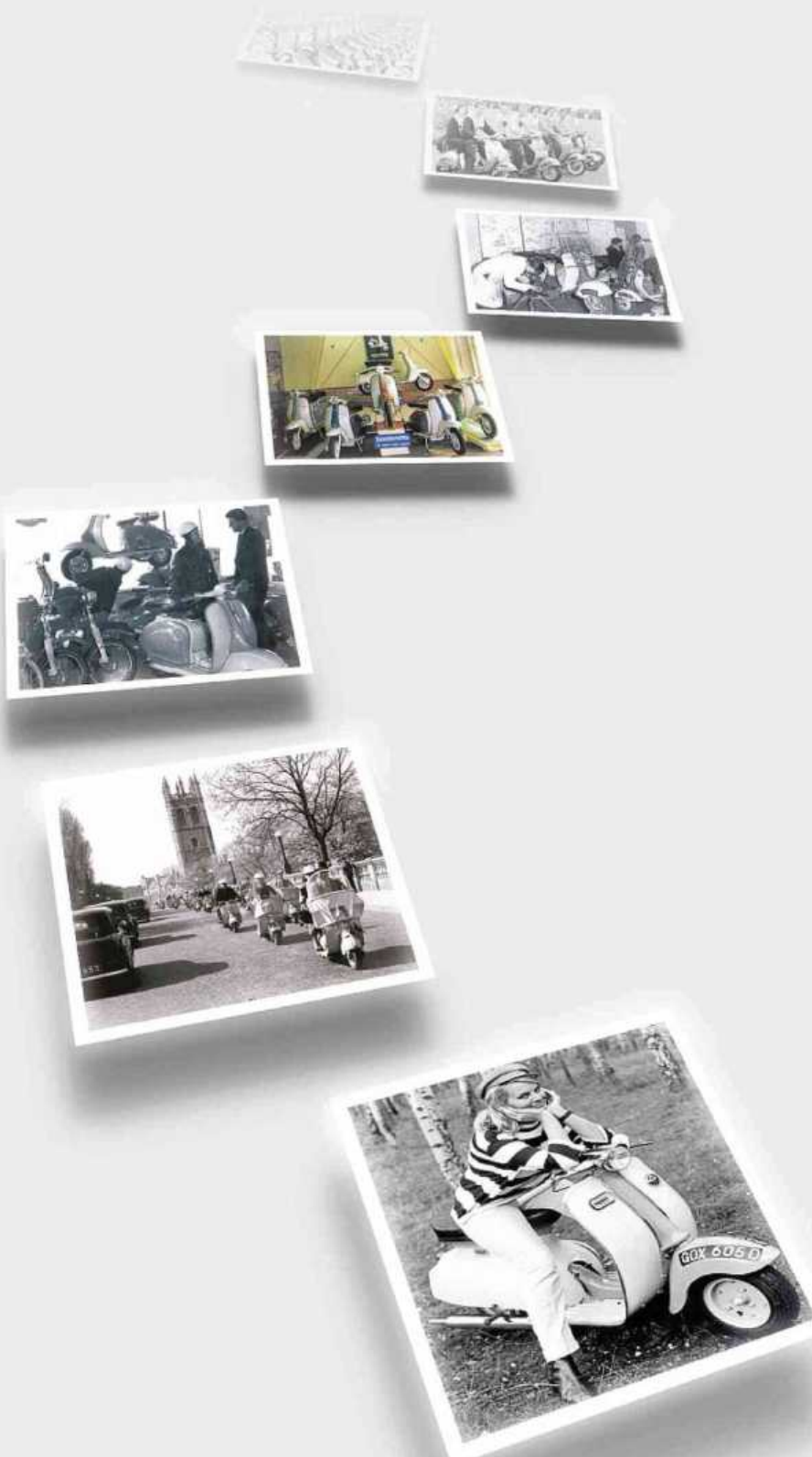
Photos: Michel Lemarié

FINAL RANKING

1. SPRT 1 (FRA-Small N°271-Vespa V5A Quattrini M1a water cooled) 339 laps
2. Pinasco Scuderia L (ITA-Large N°22-Vespa VNB 220 Pinasco) 336 laps
3. Pinasco Scuderia S (ITA-Small N°21-Vespa V5A 130 Pinasco) 335 laps
4. Projekt Paul (D-Small N°66-Vespa PKXL Falc Mono) 334 laps
5. Burzock Team (FRA-Large N°5-LML engine PX 220 Pinasco) 327 laps
6. Korona Racing (ITA-Small N°99-Vespa V5A Rotax water cooled) 321 laps
7. 8Ball Racing 1 (FRA-Small N°8-Vespa PK Quattrini M1L) 316 laps
8. Motos Inaki (SP-Small N°10-Vespa PK 133 Polini Evo) 315 laps
9. Stihl Racing (D-Large N°6-Vespa Cosa 210 Malossi) 313 laps
10. S.P.R.T 2 (FRA-Small N°33-Vespa PK Quattrini M1L) 312 laps
11. Equipo Del Amor (SP-Large N°3-Vespa PX 210 Malossi) 310 laps
12. La Drouille Racing (FRA-Large N°69-Vespa PX 172 Quattrini) 309 laps
13. Vespa Racing 71 (FRA-Small N°535-Vespa PK 133 Polini cast iron) 308 laps
14. GDM-VC Savoie 1 (FRA-Large N°74-Vespa PX 213 Pinasco) 307 laps
15. Campari Racer Milano (ITA-Small N°52-Vespa Prim Quattrini M1L) 306 laps
16. V&Classics (SP-Small N°53-Vespa PK 136 Malossi) 304 laps
17. Superbordel DC (FRA-Small N°294-Vespa PK Quattrini M1L) 304 laps
18. Mavespa Team (FRA-Small N°547-Vespa PK 133 Polini cast iron) 303 laps
19. 8Ball Racing 2 (FRA-Small N°67-Vespa PK Parmakit Touring) 300 laps
20. T.V.S.C (FRA-Large N°15-LML 177 Pinasco) 293 laps
21. Les Zinconnus (FRA-Large N°4-Vespa PX 177 Polini) 291 laps
22. TV Scooter Garage (ITA-Large N°210-Lambretta TS1 225) 285 laps
23. Tétanos Team (FRA-Small N°91-Vespa PK 133 Polini cast iron) 284 laps
24. 70s Scooter Girls (FRA-Small N°70-Vespa V5A 133 Polini cast iron) 283 laps
25. Vespa Club Dauphinois (FRA-Large N°38-Vespa PX 210 Malossi) 283 laps
26. Bricol'Boys (FRA-Large N°75-LML 177 Pinasco) 283 laps
27. Black Out Team (FRA-Large N°63-Vespa Cosa 177 Pinasco) 275 laps
28. B&B Vespa Team (FRA-Small N°67-Vespa PK 133 Polini) 275 laps
29. HV Racing Switzerland (CH-Small N°11-Vespa PK Quattrini) 271 laps
30. Primo Team (SP-Small N°37-Vespa V5A 133 Procup) 269 laps
31. Bic Racing Team (FRA-Large N°28-Vespa PX 220 Pinasco) 265 laps
32. Boyscoot Shop-Frog (FRA-Large N°2-Vespa PX 210 Polini alu) 264 laps
33. GDM-VC Savoie 2 (FRA-Large N°73-Vespa PX 177 Pinasco alu) 244 laps
34. Bozamix Racing (ITA-Large N°111-Lambretta 186 Super Imola) 213 laps
35. Jean Jean Motion (FRA-Large N°23-Vespa PX 200 stock) 203 laps
36. Two Sheds Racing (UK-Small N°27-Vespa PK 133 Polini cast iron) 194 laps
37. ASCC sQooter.com Austria (AUST-Small N°222-Vespa Prim Quattrini M1L) 193 laps
38. Scuderia Heini-Zoller Hof (D-Large N°9-Zundapp Bella 250S) 232 laps. DNF crash
39. 70s Scooter Boys (FRA-Small N°71-Vespa V5A 133 Polini) 91 laps. DNF crash
40. Authentik RT Lambretta (FRA-Large N°20-Lambretta RT240) 83 laps. DNF crash
41. Authentik RT Vespa (FRA-Small N°264-Vespa PK Quattrini M1L) 69 laps. DNF engine broken
42. Reines Team (SP-Small N°78-Vespa PK Parmakit SP09) 22 laps. DNF engine broken

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Nexx Carbon Pure

Custom scooter themes aren't always easy to think up. Most have been done before in one way or another, although it helps things along if you at least know the style you're looking for.

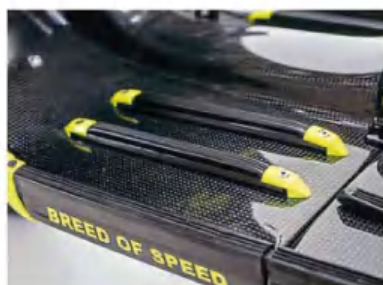
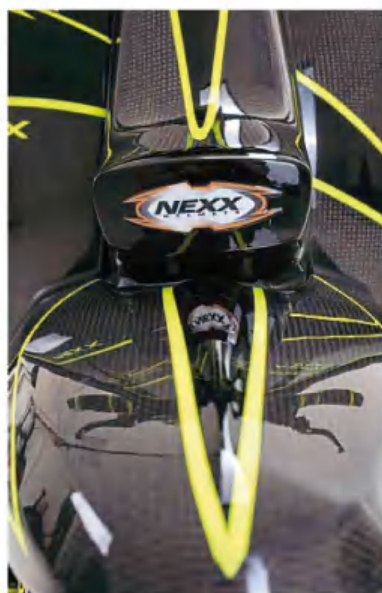
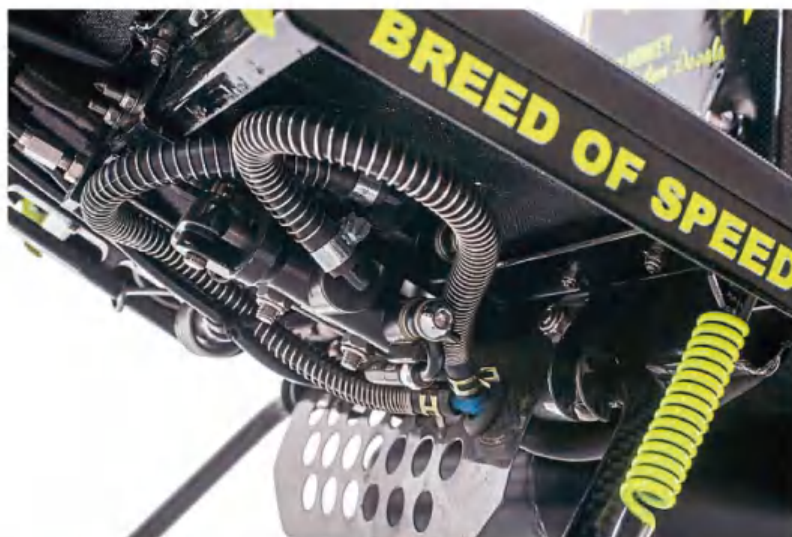




Duncan Kilbride, the owner of this scooter started looking at the motorcycle world for inspiration and found a shiny new carbon Nexx crash helmet that he liked the look of. He'd always fancied a carbon fibre scooter but the costs of the raw material put him off. Like a decent Lambretta, carbon don't come cheap, or at least not if you want the 'proper' stuff, so sometimes you have to approach things slightly differently – especially when your wife thinks your project is only likely to cost around £100...

More ways to skin a cat

As with any street racer there are a few key elements, firstly it has to have 'the look'. Initial plans to ditch the steel and use a carbon fibre loop were scrapped when Duncan realised it might not be strong enough in certain areas without adding extra bracing, so he opted for skinning the bodywork in carbon instead. That was taken care of by Sycross Carbon. The process gives fantastic results and means that a demanding customer like Duncan can expect the best finish without taking out a mortgage.



OWNER DETAILS

Owner: Duncan R Kilbride
Job: Managing director
Scooter club: Selby Moving Targets
Other club member: LCGB, GT200 Members Club.
First interest in scooters: As long as I can remember really but in particular in the mid 60s living next door to an active Mod – with many scooters parking at his house.
First scooter: 1963 S3 LI 150.
Favourite model: Although I like all of the Lambretta range and own an iconic GT200 it must be this.
Favourite style of custom scooter: I still get the buzz from a street racer themed GP Lambretta, but also like a good balance of fine artwork with a blend of themed engraving.
First rally: Early 70s, Scarborough I do believe, sleeping in a car park springs to mind.
Favourite rally: I have enjoyed Bridlington, Whitby, Lincoln and of course the IOW. I don't believe that there are any really bad rallies; some are just better than others.
How could the scooter scene improve: I believe that as the scooter scene has been derived through the very varied generations of culture and genre it is difficult to try stimulating the needs of all; therefore I feel more emphasis should be geared towards the scooter and organised rides than just listening to music and live bands.
Funniest scooter experience: In the early 70s it was quite common for me to run out of petrol as this was my only mode of transport. Consequently I was constantly calling on family members to bring me some fuel. On one occasion my brother in law decided to teach me a lesson, instead of bringing fuel he brought a tow rope and towed me home at breathtaking speeds to teach me a lesson – I can't recall running out again. That worked!
What do you like about rallies/events: A combination of a well-organised custom show, parts fair and being part of a well-humoured atmosphere.
What do you dislike about rallies/events: Too many people use the rally/event as a drinking session with little interest in scootering.
Favourite custom scooter of all time? I still think 'The Who' and 'Fools Gold' but recently 'Start Me Up'.
Recommend one item of riding kit: Riding armour – too many people put pride and fashion over safety.
What part would you most like to see developed for scooters: A reliable well designed front and rear hydraulic brake system.







“Twin hidden master cylinders beneath the floorboards are cable fed from the lever before splitting to feed each disc”

SCOOTER DETAILS

Name of scooter: NEXX Carbon Pure

Model: Lambretta GP RB230

Inspiration for project: Being interested in the street racer theme for most of my scootering life, I have always looked at ways to try to improve the look and performance. Carbon in the early days was not an option, but as the production of remade carbon parts became available it was inevitable that I would build one.

Time to build: Approximately two years, trying to blend business commitments, family and hobbies is a real task, albeit my family could always find me in my garage at weekends if they needed me!

Frame modifications: Welded in toolbox door and rear light housing.

Specialised parts: The majority of the carbon bodywork was purchased from Darrell Taylor of Taylor Tuning, which fitted together without much fettling. Mito Lambretta front twin disc brake with eight pot brake callipers, Paul Gillow of Oiltek developed under-floor mounted remote cable/ hydraulic cylinders into a twin design system that delivers directly to each brake calliper via the Hel hoses. The rear disc brake is one that I have had a while and modified with some assistance from Phil at Torch Engineering to a triple dowel arrangement to ensure the braking effort would be equally distributed through the dowels and not the bolts. The rear brake master cylinder and actuator design by Chris Sadd of CS Engineering, which works perfectly.

Stage 6 type fuel tap and a dummy choke tap which accommodated a fixing point to secure the brake reservoirs in place. Forks are PM Tuning welded design using the Scomadi outboard shocks and SIP tubeless wheels with Continental Twist tyres. Dropped headset fitted with SIP digital speedo, quick action throttle pulley and an extra large gear pulley to aid minimum travel of the twist grips; levers are adjustable PM Tuning type. Taylor Tuning thumb choke and the TTO cylinder temperature gauge, (only because I find it difficult to see the SIP temperature readout – old age I'm afraid). Keith Newman of K2 Customs produced the horncover badge, a centre for the fan cowl, a rear number plate that encompassed the mud flap shape with the Nexx logo embossed and side panel flashes that were engraved on two coloured ply plastic to reveal the bottom colour, also designed to enable me to drill through the panel and flashes to aid air flow. Fibreglass seat base similar to that used by the DKS race team, hinged fuel flap from a VW Beetle, Les at Saddlecrafft did the carbon effect cover and embroidery. Paul at Oiltek designed me the tank. Cowls are carbon fibre, BGM Pro fully adjustable rear shock. Finally, as I no longer required the rear brake actuator or cable I made use of this location to mount the SIP speedo sensor.

Engine: RB230 previously used in my Café Racer scooter, stripped and rebuilt using the bearing and bolt kit

from Darrell Taylor of Taylor Tuning. Li 150 gearbox, Foxhat 6 plate clutch, 81 Link IWIS chain, 46 x 17 sprockets (4.6 final ratio), 60mm crank (Taylor Tuning), 110 con rod, Avanti head, pull-down chain tensioner, Varitronic HD ignition system set at 21-15, NKS BR10es plug, LTH inlet manifold, Mikuni 35mm TMX carb fitted with 'Dial A Jet' system, Franspeed full race expansion system with a Taylor Tuned carbon end can.

Paintwork: Grafix Monkey Custom and Monkeyfinger Custom Paints.

Overall cost: Each and every one who attempts a project, especially a unique one, knows only too well that you do not get much change from £100!

Hardest part of the project: Trying to match the different materials and keep the street racer look to enhance the Nexx Carbon Pure XR2 theme.

Advice for anyone starting a project: Patience. Dry building is essential, assisted with good fettling techniques and tools. More patience.

Anything to add: I will be stripping the top end down in the winter for Darrell Taylor of Taylor Tuning to work more of his magic on the final tune.

Thanks: Gav and James at Monkeyfinger Custom Paint, Andy at Grafix Monkey Customs, Adam at Sycross, Paul Gillow at Oiltek, Darrell Taylor at Taylor Tuning, Keith Newman at K2 Customs. Finally to my wife Ellen for the acceptance of my limited spare time spent in the garage, and the belief that all this can be achieved – complete with change – from £100.



Stage 6, PM Tuning and Scomadi part are responsible for keeping this scooter safely on the road.

Add into the mix a few tasty extras, like the dropped bars, a custom made fuel tank by Oiltek, a rear disc brake and a set of new forks with outboard dampers and you've got the makings of a truly tasty scooter. Incidentally, rather than using a pair of Innocenti suspenders the front end is a Scomadi item and Duncan wasn't ashamed to pick the emerging brand name out in florescent paint either.

As with any custom project there's also plenty going on beneath the exquisitely finished exterior. Unsurprisingly, the engine lives up to it's street racer name. It's a full-on RB230 with a spec list as long as your arm (roll your sleeves up for full details) and more tuning to come this winter.

The brakes and suspension weren't neglected either, it runs a twin Mito front disc set up complete with eye-popping eight pot callipers and reworked master cylinders. Paul at Oiltek came up trumps again here; he fitted twin hidden master cylinders beneath the floorboards, which are cable fed from the lever before splitting to feed each disc independently. This gives a greater volume of fluid; according to Duncan it also helps make brake bleeding easier and gives a stonking front brake. Add in the rear outboard disc brake and you're likely to get whiplash if you use them in anger!

The scooter has surpassed the brief quite easily and more importantly has met the demands of the owner. If you like trick looking 'in yer face' scooters with enough power to upset a few bikes, you've come to the right place.

Words: Iggy

Photography: Joe Dick

BEHIND THE SCENES

I'd struggled with a theme that hadn't been covered numerous times before, so I decided to look into the motorcycle racing world. I discovered that a Portuguese company by the name of Nexx had redesigned their XR2 range of helmets. The Carbon Pure caught my eye so I bought a helmet and planned the design around that. Having worked with two very talented companies in the past (Monkeyfinger Custom Paint and Grafix Monkey Customs) on my previous Lambretta auto street racer project, we set about designing the theme to complement the Nexx XR2 Carbon Pure.

Attention to detail is my annoying concern; therefore this project would not be a smooth process. The first issues I had were the steel loop and the headset top and bottom; we were planning to use hydrographic techniques but I was uncomfortable with using it on areas that were in close proximity to the carbon panels and legshields – just because I wanted them to match perfectly. A customer of Monkeyfinger pointed me in the direction of a company called Sycross Carbon. A trip to see Adam soon convinced me that by actually skinning the parts with carbon fibre the loop and headset would not only be a perfect match but aesthetically

look and feel correct. The other area that I was struggling with was fitting a carbon legshield toolbox. I acquired a GRP one from Paul at Oiltek and had that carbon skinned as well.

The design work began to take shape using the skills of Andy at Grafix Monkey Custom to provide the decals and stencils to facilitate the parts to be prepped and painted by Gav & James at Monkeyfinger Custom Paints. This started with a white base coat and then many coats of fluorescent yellow. The hard work was then masking back up again to paint over with black, although the fluorescent yellow looked bright it astounded me at just how vivid the colour and contrast developed when the many coats of lacquer were applied. The next job was to use the hydrographic process to the parts that needed it to complete the theme; this became a nightmare with various styles of carbon film media to choose from. Eventually I chose a close match and had the rear hub, disc arm, crankcase cover, stand and splash plate dipped. We also used the process on smaller items like nuts and bolts, gear linkages, various brackets and the grips in fluorescent yellow and black.

Duncan R Kilbride

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TUE		2	1			
WED		3	2			1
THU		4	3			2
FRI	1	5	4	1	National	3
SAT	2	6	5	2	Scooter	4
SUN	3	7	6	3	1 Rally	5
MON	4	8	7	4	2 Tenby	6
TUE	5	9	8	5	3	7
WED	6	10	9	6	4	8
THU	7	11	10	7	5	9
FRI	8	12	11	8	6	10
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FRI	22	26	25 National	22	20	24
SAT	23	27	26 Scooter	23	21	25
SUN	24	28	27 Rally	24	22	26
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TUE	26		29	26	24	28
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FRI	29			29 National	27 National	
SAT	30			30 Scooter	28 Scooter	
SUN	31			Rally	29 Rally	
MON				Tenby	30 Kelso	
TUE					31	

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